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# CONTENTS.

MAGAZINE.	PAGE	MAGAZINE.	PAGE
The United States Life Saving Service...	193	British and Foreign Sailors' Society.....	218
The Seaports of the Bible.....	207	Obituary.....	218
Trust.....	211	The Sailors' Home.....	219
There is no Death.....	211	Position of the Planets for July, 1879.....	219
Items.....	212	Marine Disasters in May, 1879.....	219
The Sailor's Text.....	214	Receipts for May, 1879.....	220
Work Among Seamen.....	214		
Sweden, Gottenberg.....	214	<b>LIFE BOAT.</b>	
Norway, Christiania.....	214	Loan Library Work—Reminiscences.....	221
Germany, Hamburg.....	214	Jesus Paid His Blood for Me.....	222
Belgium, Antwerp.....	215	The Dying Sailor.....	223
Italy, Genoa.....	215	The Gentle South Wind.....	223
Valparaiso, S. A.....	217	Quarterly Loan Library Report for	
Japan, Yokohama.....	217	March, April and May, 1879.....	224

## THE SAILORS' MAGAZINE AND SEAMEN'S FRIEND.

THE SAILORS' MAGAZINE AND SEAMEN'S FRIEND, a monthly pamphlet of thirty-two pages, will contain the proceedings of the American Seamen's Friend Society, and its Branches and Auxiliaries, with notices of the labors of local independent Societies, in behalf of Seamen. It will aim to present a general view of the history, nature, progress, and wants of the SEAMEN'S CAUSE, commending it earnestly to the sympathies, the prayers and the benefactions of all Christian people.

It is designed also to furnish interesting reading matter for Seamen, especially such as will tend to their spiritual edification. Important notices to Mariners, memoranda of disasters, deaths, &c., will be given. It will contain correspondence and articles from our Foreign Chaplains, and of Chaplains and friends of the cause at home. No field at this time presents more ample material for an interesting periodical. To single subscribers ONE DOLLAR a year, invariably in advance. It will be furnished Life Directors and Life Members gratuitously, upon an annual request for the same.

## THE SEAMEN'S FRIEND

Is also issued as an eight page tract adapted to Seamen, and gratuitously distributed among them. It is furnished Auxiliary Societies for this use, at the rate of one dollar per hundred.

## THE LIFE BOAT.

This little sheet, published monthly, will contain brief anecdotes, incidents, and facts relating to Sea Libraries.

Any Sabbath-School that will send us \$20, for a loan library, shall have fifty copies gratis, monthly, for one year, with the postage prepaid by the Society.

In making remittances for subscriptions, always procure a draft on New York, or a *Post Office Money Order*, if possible. Where neither of these can be procured, send the money but always in a REGISTERED letter. The registration fee has been reduced to *fifteen cents*, and the present registration system has been found by the postal authorities to be virtually an absolute protection against losses by mail. All Postmasters are obliged to register letters whenever requested to do so.

# SAILORS' THE MAGAZINE



AND SEAMEN'S FRIEND

Vol. 51.

JULY, 1879.

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## THE UNITED STATES LIFE SAVING SERVICE.

By the kindness of Messrs. D. APPLETON & Co. of this city, we present the following extract from their Annual Cyclopedia for 1878, as printed in the *Popular Science Monthly* for June, 1879. It was prepared for the Cyclopedia by W. D. O'CONNOR, Esq., Assistant Superintendent of the Service, and is, therefore, so nearly an official exposition of its equipment and working, that it is to be received as a full and reliable exhibit in these respects. A complete presentation of facts as to the organization, progress, *personnel* and achievements of the Service is of course essential to a comprehension of its value to the country and to the world.

Tested by any just judgment we believe there can be no difference of opinion concerning that matter. Our long entertained conviction is that in the nature of its aims, the results it has accomplished, and in its promises, the Service reflects the highest honor upon its projectors and administrators,—and through them upon the American people. Heretofore we have given much care from time to time, to the varied interests of the Service, having supplied ONE HUNDRED of its Stations with as many of our Loan Libraries, and we willingly afford large space in this number of the MAGAZINE, for the article which follows.

The scheme of this service places the long chain of complete life-saving stations on the Atlantic beaches within an average distance of five miles of each other, the object being to maintain the intercommunication of patrol, and effect the speedy assembling of several



crews in case of the occurrence of a wreck requiring multiplied efforts. The complete life-saving stations are generally situated just behind the beach, among the low sand-hills common to such localities. They are typically two-story houses, mainly built of tongued and grooved pine, with gable roofs, covered with cypress or cedar shingles, and strong shutters to the windows, and are securely bolted to a foundation of cedar or locust posts, sunk in trenches four feet deep. Their architecture is of the pointed order, somewhat in the chalet style, with heavy projecting eaves and a small open observatory or lookout desk, on the peak of the roof, from which spires a flag-staff. The walls of the houses are painted drab, with darker color for the door and window trimmings, and the roofs dark red. Over the door is a tablet with the inscription "U. S. LIFE-SAVING STATION."

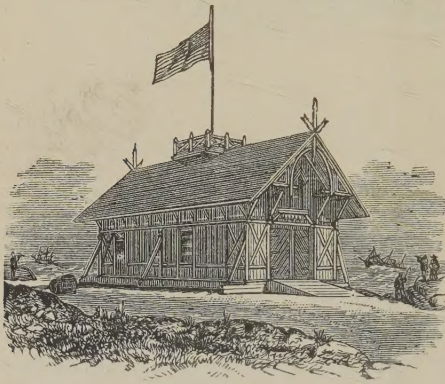


FIG. 1.—LIFE-SAVING STATION.

The appearance of the houses is tasty and picturesque. Their dimensions are from eighteen to twenty feet wide by forty feet long; the later houses are twenty by forty-five. Below, they contain two rooms. One of these is the boat-room, about ten feet high, occupying over two thirds of the ground-floor space, or measuring about sixteen by thirty feet, and opening by a broad double-leaf door into the weather. In this are stored the boats, life-car, wreck-gun, and most of the apparatus. The other room, about eight feet high, and measuring about twelve by sixteen feet, is the general living-room of the crew. The second story contains three rooms, one for the storage of the lighter apparatus, one for the sleeping-room of the keeper, and one for that of the men; both of these furnished with cot-beds in sufficient number for the accommodation also of the occasional guests sent to the stations by shipwreck. At stations where there is communication with the Signal Service, there is an additional room in the upper story for the accommodation of the signal officer. The later and better built stations have interior walls of lath and plaster, and are furnished outside with cisterns for the collection of rain-water. The lack of fresh water on the beaches is one of the hardships of station-life.

The life-boat stations are usually twenty-four feet high from base to peak, forty-two feet long by twenty-two feet wide, exterior measurements, and contain a loft above, and a room below, twelve feet high, twenty feet wide, and forty feet long, for the accommodation of the life-boat and its gear. They are built of matched and grooved pine, with gable roofs shingled with cedar, and are painted like the other stations. They are placed on piles at the water's edge, or set on the inner side of the piers, and are furnished with an incline plat-

form, or trap in the floor, along which the life-boat is let down and launched into the water by a windlass. Over the door of each is a tablet inscribed "U. S. LIFE-BOAT STATION."

The houses of refuge are two-story structures, of a style common at the South, with broad gabled roofs, an ample veranda eight feet wide on three sides of the structure, and large chimneys in the rear, built outside of the wall. The houses are of pine, raised about six feet from the ground on light wood posts, and the roofs shingled with cypress. Instead of glass, the windows are fitted with wire-gauze mosquito netting. The houses are about thirty-seven feet long by fifteen feet wide, not including the veranda space. The upper story is a loft, the lower has three apartments. Each house has capacity for succoring twenty-five persons, with provisions to feed that number for ten days. A boat-house is provided for each station, furnished with a galvanized iron boat with sculls.

A complete life-saving station, fully equipped, costs about \$5,000; a life-boat station about \$4,500; and a house of refuge about \$3,000.

The stations are fully provided with all minor appurtenances apposite to their purpose, such as anchors, grapnels, axes, shovels, boat-hooks, and wreckers' materials and implements generally; and those which are inhabited are also furnished with stoves, cot-beds, mattresses, blankets, and the utensils requisite for rude housekeeping. The crews find their own provisions. The stations are also provided with all the most approved appliances for saving life from wrecks. First among these is the six-oared surf-boat, the light weight and draught of which make it the only boat yet found suitable for service for the flat beaches and shoaling water of the Atlantic and Gulf coast.

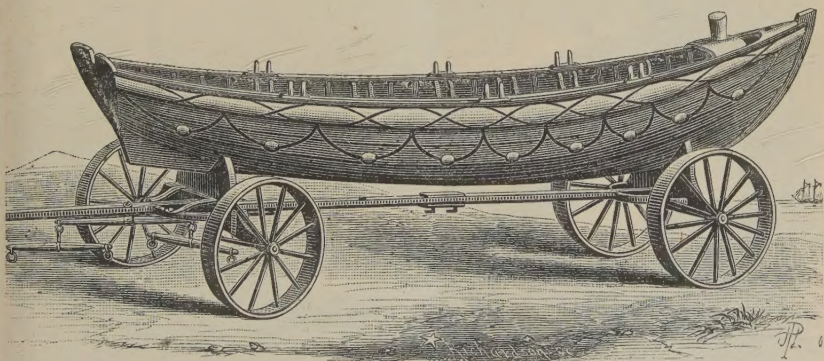


FIG. 2.—SURF-BOAT UPON ITS CARRIAGE.

Though not invariably of the same model, it is usually of cedar, with white oak frames, without keel, varying in dimensions, but generally from twenty-five to twenty-seven feet long, from five and one half to six feet wide, and from two feet three inches to two feet six inches in least depth. It has commonly air-cases at the ends and along the interior sides under the thwarts, which make it insubmergible, and is



fitted with cork fenders running along the outer sides to protect it against collision with hulls or wreckage. Its weight is from 700 to 1,000 pounds. It is guided by a long steering oar, the steersman standing in the stern. In the hands of the skilled surfmen of our coasts, it is capable of marvelous action, and few sights are more impressive than the passage out through the flashing breakers of the frail red boat, lightly swimming on the vast intumescence of the surge, held in suspension before the roaring and tumultuous comber, or darting forward as the wall of water breaks and crumbles, obedient to the oars of the impassive crew. Though sometimes thrown back and broken in desperate and unavailing efforts at a launch against a resistless sea, this boat, which might be upset easily, has rarely in the history of the service been capsized in passing through the surf, so great is the skill of her gallant oarsmen; and certain great surfmen, like Captain Hildreth, of Station 39, New Jersey, say that in it they will face any sea in which a life-boat can live.

On the Lakes and the Pacific coast, where steep shores or piers command deep water, and by mechanical contrivances heavy boats can be launched directly into it, the English life-boat is in general use.

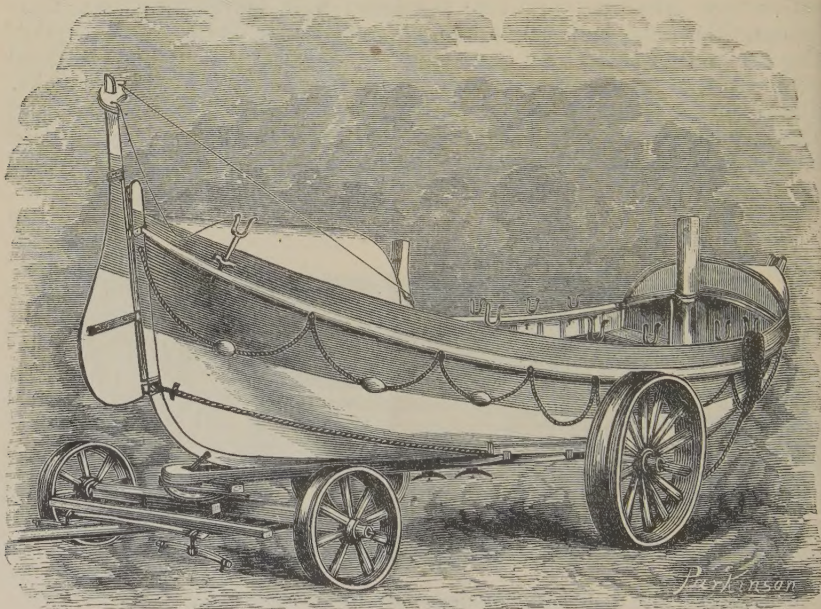


FIG. 3.—SELF-RIGHTING LIFE-BOAT UPON ITS CARRIAGE.

This wonderful contrivance, the result of a century of repeated effort, is of massive strength and stability. It is built of double diagonals of mahogany. The size generally in use in this country is about twenty-seven feet in length, a little over seven feet broad, three feet eight inches deep, carrying eight oars, double-banked, and weighing when

empty, 4,000 pounds. It is self-righting and self-bailing. In other words, when thrown over, which is difficult to be done, by a heavy sea, it instantly rights and empties. The first of these two extraordinary characteristics, to which a great number of advantages are sacrificed, is effected by a ponderous false keel of iron, which gives the lower part of the boat a constant determination toward the water, while an equal determination from the water is maintained for the upper portion of the boat by a distribution of air-cases at the sides and ends, scientifically proportioned. The self bailing result is effected by a deck adjusted with reference to the draught of the boat, so that, whatever be the load of the latter, the deck is above the load-line; and being fitted with tubes extending vertically down through the bottom of the boat, it follows that whatever water the boat takes on board falls through the tubes, in obedience to the law which compels fluids to seek their level, and leaves the deck free. The delivery tubes are furnished with self-acting valves, opening to the downward pressure of the water shipped by the boat, and shutting to the pressure of the jets from below. Cork ballast adds by its weight to the stability of the boat, and augments its buoyancy in case the boat be stove. Two masts, made detachable, are provided, fitted with two low lug-sails and a jib. The boat is well-nigh invulnerable, but its great weight and draught, and the resistance its high bows offer to the wind, often make its towage by steam-tug necessary to enable it to reach a wreck at a distance. Particular attention is given to the stowage of its ropes, lines, anchors, and other articles carried in life-boats, these being arranged by a strict method with reference to economy of space and facility of use, and always kept on board, ready for service, lest any of them should be forgotten in the excitement of a sudden summons for wreck duty. Carriages of a peculiar construction are provided in England for the transportation and launching of these boats, together with skids and rollers for returning them to their carriages; but at present in this country they are let down by the trap or inclined platform directly into the water, the station being always at the water's edge. The surf-boats are provided with carriages, by which they are hauled from the

1. Anchor.
2. Cable.
3. Bow heaving-line or grapnel-rope and grapnel.
4. Drogue-rope.
5. Stern heaving-line.
6. } Veering-lines.
7. }
8. Jib outhaul or tack.
9. Mizzen-sheets.
10. Drogue.
11. Life-buoy.
12. Loaded cane, heaving-line, and tub.
13. Tailed block.
14. Pump-well hatch.
15. } Deck-ventilating hatch-
16. } es.
17. Foot-boards for rowers.
18. Side air-cases.
19. Relieving tubes & valves.
20. Samson's post.
21. Thwarts.
22. Central batten, to which the masts and boats-hooks are lashed.

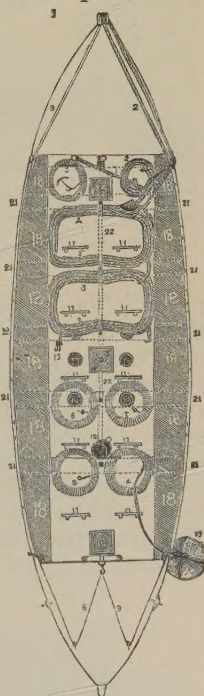


FIG. 4.—DECK-PLAN OF SELF-RIGHTING LIFE-BOAT SHOWING MANNER OF STOWING GEAR.

empty, 4,000 pounds. It is self-righting and self-bailing. In other words, when thrown over, which is difficult to be done, by a heavy sea, it instantly rights and empties. The first of these two extraordinary characteristics, to which a great number of advantages are sacrificed, is effected by a ponderous false keel of iron, which gives the lower part of the boat a constant determination toward the water, while an equal determination from the water is maintained for the upper portion of the boat by a distribution of air-cases at the sides and ends, scientifically proportioned. The self bailing result is effected by a deck adjusted with reference to the draught of the boat, so that, whatever be the load of the latter, the deck is above the load-line; and being fitted with tubes extending vertically down through the bottom of the boat, it follows that whatever water the boat takes on board falls through the tubes, in obedience to the law which compels fluids to seek their level, and leaves the deck free. The delivery tubes are furnished with self-acting valves, opening to the downward pressure of the water shipped by the boat, and shutting to the pressure of the jets from below. Cork ballast adds by its weight to the stability of the boat, and augments its buoyancy in case the boat be stove. Two masts, made detachable, are provided, fitted with two low lug-sails and a jib. The boat is well-nigh invulnerable, but its great weight and draught, and the resistance its high bows offer to the wind, often make its towage by steam-tug necessary to enable it to reach a wreck at a distance. Particular attention is given to the stowage of its ropes, lines, anchors, and other articles carried in life-boats, these being arranged by a strict method with reference to economy of space and facility of use, and always kept on board, ready for service, lest any of them should be forgotten in the excitement of a sudden summons for wreck duty. Carriages of a peculiar construction are provided in England for the transportation and launching of these boats, together with skids and rollers for returning them to their carriages; but at present in this country they are let down by the trap or inclined platform directly into the water, the station being always at the water's edge. The surf-boats are provided with carriages, by which they are hauled from the



stations abreast of wrecks. They are four wheeled, with bed-pieces between each pair of wheels, on which the boat rests, and a long bar or reach connecting the front and back wheels, made separable, half-way, to enable the boat to be lowered to the ground by withdrawing a portion of the carriage. The American life-boat, invented by Captain J. M. Richardson, Superintendent of the First Life-saving District, five specimens of which are now in use, would seem to be better adapted for the service on our coast than the English, being considerably lighter and of less draught, and equally self-righting and self-bailing.

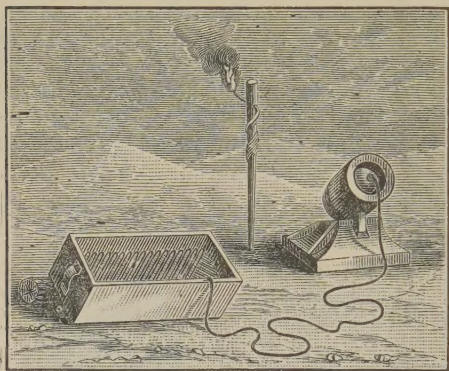


FIG. 5.—ÉPROUVETTE-MORTAR, FAKING-BOX, AND MATCH-STAVE.

yards. The Lyle gun, which has superseded these, is of bronze, smooth bore, weighing 185 pounds, with a cylindrical line-carrying shot weighing seventeen pounds, and a range of 695 yards. The reduction in weight over the lightest previous ordnance is 110 pounds, and the increase in range over the old *épreuve* is 274 yards. Other advantages of the Lyle gun are its strength, owing to the tenacity and ductility of its material, its freedom from corrosion, and its exemption from the erosive action of gases, there being little windage, and from wear by the projectile, this being nearly the length of the bore. The projectile has a shank protruding four inches from the muzzle of the gun, to an eye in which the line is tied—a device which prevents

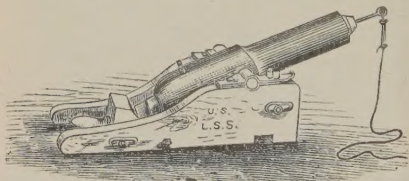


FIG. 6.—LYLE GUN.

the line from being burned off by the ignited gases in firing. The shot-line is made of unbleached linen thread, very closely and smoothly braided, is waterproofed, and has great elasticity, which tends to insure it against breaking. The lines in use are of varying thicknesses, according to circumstances, ranging from one eighth to three eighths of an inch, and their length varies from 500 to 700 yards. The shot-line is carried in a faking-box—a wooden chest with handles for convenience in carrying. There are two or three sizes in use, the dimensions

When boat service at a wreck is impracticable, resort is had to life-saving ordnance. The gun first in use was an *épreuve* mortar, of cast iron, weighing 288 pounds, throwing a twenty-four pound spherical ball with a line attached thereto, its extreme range being 421 yards. This gave place to the Parrott gun, of cast iron, with a steel tube or lining, weighing, with its ash-wood carriage, 266 pounds, carrying a twenty-four pound elongated projectile, with a maximum range of 473

yards. The shot-line is made of unbleached linen thread, very closely and smoothly braided, is waterproofed, and has great elasticity, which tends to insure it against breaking. The lines in use are of varying thicknesses,



of the largest being about three feet long by one and a half wide, and a foot deep. Connected with it is a frame, a little larger than the box, with a row of wooden pins set vertically into its four sides. A false bottom, which is a tablet of wood pierced with holes corresponding to the pins, is let down over them until it reaches their bases, and rests upon the frame. In disposing the shot-line, the faker begins at the corner, and coils it in successive diagonal loops or fakes over the pins, layer above layer, until the line is completely rove. The box is then let down over the pins, and fastened at each end to the frame. It is now ready for transportation to the scene of a wreck. When brought there, it is turned upside down, disclosing the false bottom, with the frame superimposed upon it. Two men, one at each end of the box, release the fastenings, and, each pressing his foot upon the false bottom to keep it down, the two lift off the frame, bringing away the pins with it. The false bottom is then lifted off the line, which remains in the box, disposed in the layers of diagonal loops or fakes made by the pins. The line is thus arranged to pay out freely, and fly to a wreck without entanglement or friction. The end is now tied into the eye of the shank of the shot in the gun; the box, which is always placed a few feet to the windward of the gun,

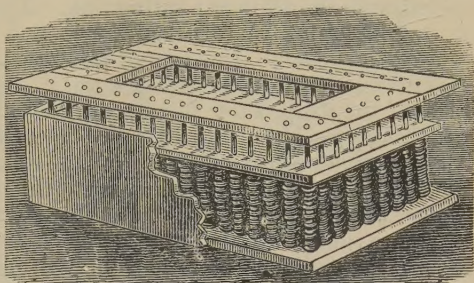


FIG. 7.—METHOD OF WITHDRAWING FRAME AND PINS FROM SHOT-LINE IN FAKING-BOX.

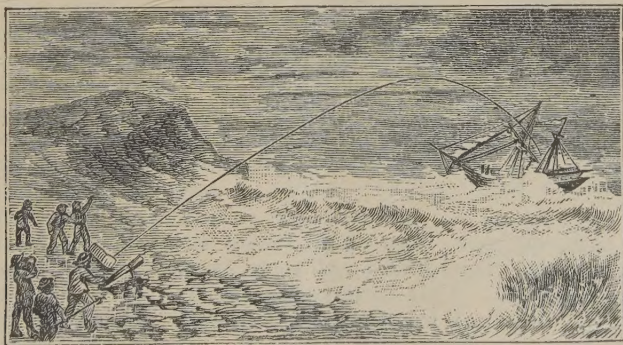


FIG. 8.—FIRING SHOT-LINE TO WRECK.

is canted up on one side at an angle of about forty-five degrees; and the line is ready for firing. The line is always brought ready faked to the scene of action and fired from the box. In case a second shot is necessary, the line is laid out in large loops upon a tarpaulin spread out upon the beach, which is called French faking. This is done to save time, twenty-five or thirty minutes being requisite to fake a line



properly in the box; but it is less desirable, as exposure to the flying sand or the rain or spray lessens the range by impeding the flight of the line. When the shot-line reaches the wreck, the shore end is connected with the whip or hauling line. This is an endless rope or ellipse, an inch and a half in circumference, and long enough to reach from the shore to the vessel. It is reeved through a pulley-block, having attached to it several feet of rope called a tail. The shot-line is tied around both parts of the whip, a few feet above the pulley-block, and the crew of the vessel at a signal haul the whip on board by means of the shot-line. With it goes a tablet called a tally-board, on which are printed, in French upon one side, and in English, upon the other, directions for properly setting up the whip-line on the vessel. When this is done, a signal is made to the shore, and a hawser of sufficient length and four inches in circumference, to which is attached another tally-board, bearing printed directions in English and French for its disposition, is tied to one part of the whip or hauling line, and is sent out to the vessel by the life-saving crew pulling upon the other part. Obeying the directions of

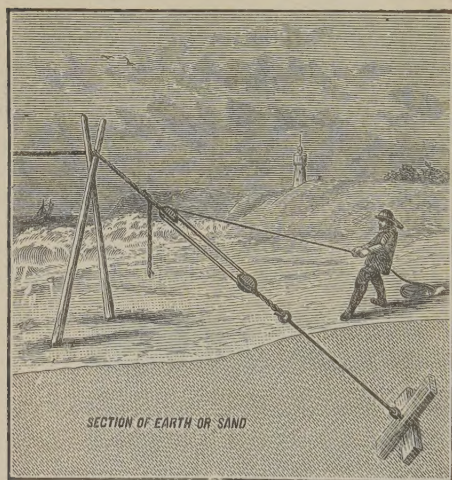


FIG. 9.—CROTCH, HAWSER, AND SAND-ANCHOR.

this tally-board, the men on the ship fasten the hawser to the mast about eighteen inches above the hauling-line. A crotch, made of two pieces of wood, three by two inches thick and ten feet long, crossed near the top, so as to form a sort of X, and bolted together, is erected, and the shore end of the hawser is drawn over the intersection. A sand-anchor, composed of two pieces of hard wood, six feet long, eight inches wide, and two inches thick, crossed at their centers, bolted together, and furnished at the center with a stout iron ring, is laid obliquely, in a trench dug behind the

crotch. An iron hook, from which runs a strap of rope, having at its other end an iron ring called a bull's-eye, is now fastened into the ring of the sand-anchor. This strap connects by the bull's-eye with a double pulley-block at the end of the hawser behind the crotch, by which the hawser is drawn and kept taut. The trench is solidly filled in, and the imbedded sand-anchor, held by the lateral strain against the side of the trench, sustains the slender bridge of rope constituted by the hawser.

If there are a large number of persons to be saved, the life-car is used. This is a covered boat of galvanized sheet-iron, eleven feet four inches long, four feet eight inches wide, and three feet deep, weighing 225 pounds, which will hold six or seven persons. It is covered with



a hatch, and has a few perforations made in the top from the inside, which admit air, while their raised edges exclude water. It is suspended on the hawser by bails and rings, to which are also attached the hauling-lines, all these ropes being arranged to it before the hawser is fastened behind the crotch. It is evident that, by pulling on one part of the hauling-line, the life-saving crew can send out the suspended life-car to the vessel above the surface of the sea, and, when

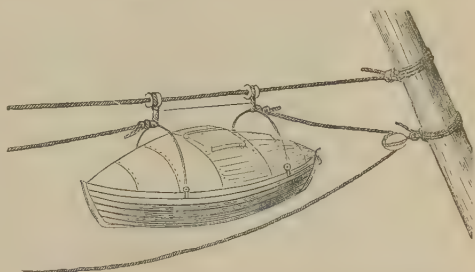


FIG. 10.—LIFE-CAR, WITH HAWSER AND HAULING-LINES.

it has received its load, draw it back to the shore by pulling on the other part. Its use has been uniformly successful, 201 persons having been saved by it from the immigrant ship *Ayrshire*, at its first trial, in a sea which made boat service impossible and which utterly destroyed the vessel. Another mode of using the life-car is the following: By means of the shot-line, a single hauling-line, something more than the length of the distance of the wreck from the shore, is drawn on board, the end of it being made fast to a ring at one extremity of the life-car. To a ring at the other extremity a similar hauling-line is attached, the end of which remains on shore. By the first hauling-line the car is dragged out through the water, as a boat, by those on board, and, having received its load, is dragged back again through the water by the line handled by the men on land. This method of working the life-car is resorted to under certain exigencies, but is less desirable than the other, because, although the people it contains are safe, the car is liable to be turned over and over in its passage through the breakers, much to their discomfort.

The large majority of the vessels now stranded upon our coasts being coasters (schooners and barks), with crews of from six to ten men, the breeches-buoy is more commonly used. This is a much lighter contrivance, and therefore easier to transport and handle, weighing only twenty-one pounds, and requiring for its use less heavy cordage, the difference in weight between the two with their appendages amounting to over 500 pounds. It consists of a common circular life-preserver of cork, seven and a half feet in circumference, to which short canvas breeches are attached. Four rope lanyards fastened to this circle of cork meet above in an iron ring, which is attached by a strap around a block, with composition sheaves, and is called a traveler. The hawser passes through this block, and the suspended breeches-buoy is drawn between ship and shore by hauling-lines, like the life-car. At each trip it receives but one person, who gets into it, sitting, holding to the lanyards, sustained by the canvas saddle, with his legs dangling below, and is pulled swiftly ashore. When there is imminent danger of the breaking up of the vessel, and great haste is required for the rescue, the hawser is sometimes dispensed with, one part of the hauling-line being used for the buoy to travel upon.



The apparatus having to be drawn by the men where horses are not accessible, a hand-cart is provided for this purpose, strongly built, with

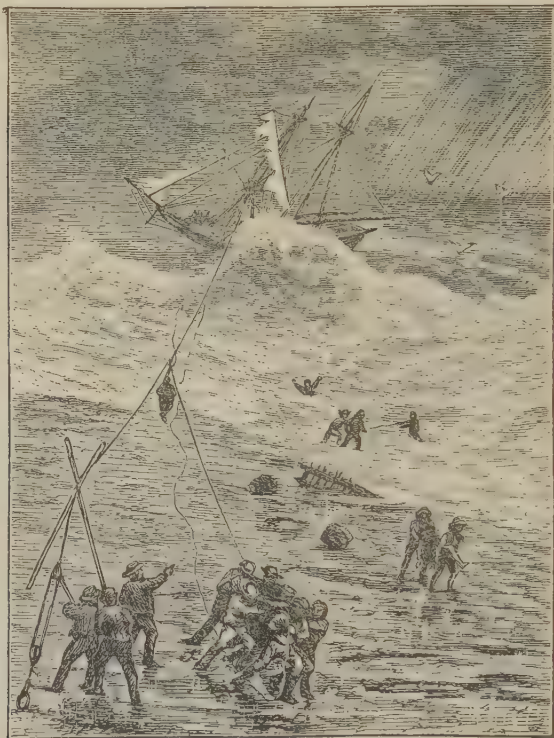


FIG. 11.—RESCUE BY BREECHES-BUOY.

large wheels having five-inch tires to keep them as much as possible from sinking into the sand. The surf-boat is dragged in the same way on its carriage.



FIG. 12.—USING THE BREECHES-BUOY WITH HAULING-LINE WITHOUT HAWSER AND TRAVELING BLOCK.

A medicine-chest is furnished for each station. It contains wine and brandy, mustard plasters, volatile salts, probangs, and a few other simple remedies and appliances for reviving exhausted persons or aiding to restore those apparently drowned, printed directions for the use of

which are pasted within the lid of each chest. A method of resuscitation is published in the regulations of the service, which is also practically taught to every member of the crews by the visiting surgeon. The method is that of Dr. Benjamin Howard, of New York, with certain modifications by Dr. John M. Woodworth, late Supervising Surgeon-General of the U. S. Marine Hospital Service. Its extreme simplicity of application and great general utility merit for it a particular description. It begins with the attempt to arouse the patient, who must not be removed, unless there is danger of his freezing, but his face exposed to the fresh air, the mouth and nostrils wiped dry, the clothing quickly ripped open so as to expose the chest and waist, and two or three quick, smarting slaps given upon the stomach and chest with the open hand. If the patient does not at once revive, a bit of wood or a cork is placed between his teeth to keep the mouth open, he is turned upon his face, a large bundle of tightly rolled clothing is placed beneath the stomach, and the operator presses heavily upon his back over the bundle for half a minute, or as long as fluid flows freely

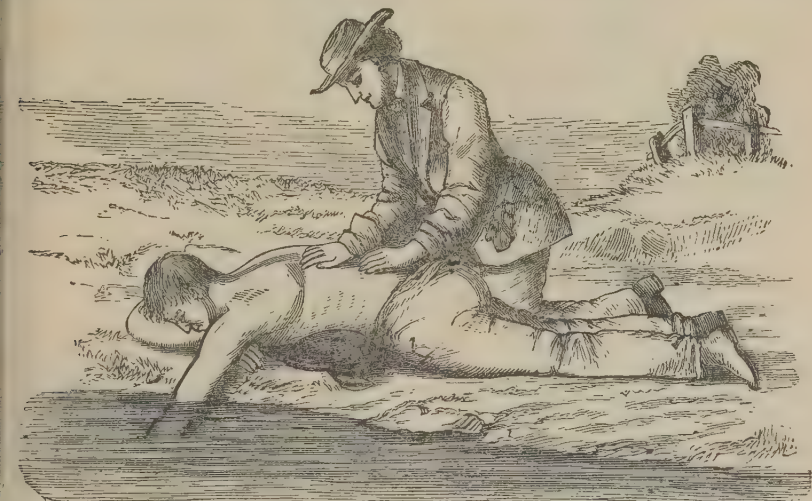


FIG. 13.—THE FIRST STEP TAKEN, BY WHICH THE CHEST IS EMPTIED OF AIR, AND THE EJECTION OF FLUIDS IS ASSISTED.

from his mouth. (See Fig. 13.) The mouth and throat are then cleared of mucus by introducing into the throat the end of a handkerchief wrapped closely around the forefinger; the patient is turned upon his back, under which the roll of clothing is placed so as to raise the pit of the stomach above the level of any other part of the body. If an assistant is present, he holds the tip of the patient's tongue, with a piece of dry cloth, out of one corner of the mouth, which prevents the tongue from falling back and choking the entrance to the windpipe, and with his other hand grasps the patient's wrists and keeps the arms stretched back over the head, which increases the prominence of the ribs and tends to enlarge the chest. The operator then kneels astride the patient's hips and presses both hands below the pit of the stomach, with the balls of the thumb resting on each side of it and the fingers



between the short ribs, so as to get a good grasp of the waist. (See Fig. 14.) He then throws his weight forward on his hands, squeezing the waist between them with a strong pressure, counts slowly one, two, three, and, with a final push, lets go, which springs him back to his first kneeling position. This operation, which converts the chest of the patient into a bellows, is continued at a rate gradually increased from four to fifteen times in a minute, and with the regularity observable in the natural motions of breathing which are thus imitated. If natural breathing is not restored in three or four minutes, the patient is turned a second time upon the stomach in an opposite direction from that in which he was first turned, the object being to free the air-passages from any remaining water. The artificial respiration is then re-



FIG. 14.—THE POSITION AND ACTION OF THE OPERATOR IN PRODUCING ARTIFICIAL RESPIRATION.

sumed and continued if necessary from one to four hours, or until the patient breathes, and when life appears the first short gasps are carefully aided by the same method. From the first, if assistants are present, the limbs of the patient are rubbed, always in an upward direction toward the body and with firmness and energy, the bare hands being used, or dry flannels or handkerchiefs, and the friction kept up under blankets, or over dry clothing. The warmth of the body is also promoted, whenever possible, by the application of hot flannels to the stomach and armpits, and bottles or bladders of hot water, or heated bricks, to the limbs and the soles of the feet. As soon as breathing is established, the patient is stripped of all wet clothing, wrapped in blankets only, put to bed comfortably warm, but with a free circulation of fresh air, and left to perfect rest. For the first hour a little hot brandy-and-water, or other stimulant, is given, every ten or fifteen minutes, and as often afterward as may be expedient. After reaction is established, the patient is in great danger of congestion of the lungs, and unless perfect rest is maintained for at least forty-eight hours he may be seized with difficulty of breathing, and death ensue, if immediate relief is not afforded. In such cases a large mustard plaster is placed upon his chest, and, if he gasps for breath before the mustard takes effect, his breathing is assisted by the careful repetition of the artificial respira-

tion. In connection with this process the surfmen are instructed to consider the clinching of the jaws and semi-contraction of the fingers, which have been considered signs of death, to be on the contrary evidences of vitality, and to borrow from them hope and confidence for redoubled effort in the work of resuscitation. This is a discovery of Dr. Labordette, of the Hospital of Lisieux, in France. He found by numerous experiments that the jaws and hands relax, when death ensues, *rigor mortis* supervening later.

The Merriman life-saving suit is supplied to the stations, and often proves useful by enabling surfmen to effect rescues of individuals struggling in the breakers, and even to reach wrecks and assist benumbed crews to set up the life-lines. It consists of footed pantaloons of India-rubber, and above the waist of a double ply of the same material covering all but the face, and inflated severally in breast, back, and head, between the plies, by three rubber tubes. Being thus buoyant, and also impervious to air, its wearer can neither drown nor freeze. Since its original introduction at the stations, the exploits of Paul Boyton have given it celebrity.

Upon occasions of boat-service, the life-saving crews are required by regulation to wear the cork life-belts devised by Captain Ward, the Inspector of the Royal National Life-Boat Institution of Great Britain. These life-belts weigh severally only four and a half pounds; are



FIG. 15.—LIFE-SAVING DRESS.



FIG. 16.—CORK LIFE-BELT.

flexible, being composed of a series of small blocks of cork strung together; have crenellations under the arms, leaving those members unimpeded in action; and, by rendering the surfmen secure from drowning, double their efficiency to assist others in case of exigency.

The stations are opened for service on the seaboard from September 1st to May 1st, or for a shorter period wherever deemed prudent, and on the Lakes from the opening to the close of navigation. Strict watch and ward is maintained during this period,—at the life-boat stations by lookout, and at the complete life-saving stations, by patrol.



The period between sunset and dawn is divided into watches, each kept by two men of the crew of six at the several stations. In conformity with this routine, two men issue at sunset from each coast station. They carry beach lanterns and are provided with Coston signals, which are cylindrical cases of combustible materials, fitted into percussion holders. One man goes to the right, the other to the left, each continuing along the beach, keeping watch to seaward, until he meets a similar patrolman from the next station, when he returns to the starting-point, where he sets out again, keeping up his march until the term of his watch expires and that of the next patrol begins. Thus, every night, along the ocean beaches, in moonlight, starlight, thick darkness, driving tempest, wind, rain, snow, or hail, a file of sentinels is strung out, steadily marching, on the lookout for endangered vessels. The duty is arduous, often terrible. Storm tides flooding the beach, quicksands, the bewildering snowfall, overwhelming blasts, bitter cold, are often conditions to the journey. The result is that, should a vessel strand, which usually takes place on some shoal or bar at from one to four hundred yards' distance from the beach, instead of being left unnoticed for many hours, to be torn to pieces by the furious surf, she is sure to be soon discovered by the patrolman. Seeing her, he at once strikes the bottom of his percussion holder, driving its spike into the Coston cartridge, which ignites with a fierce deflagration, reddening the darkness, and notifying those on board the wreck that they are seen. The patrolman then races to his station and brings the crew. The keeper knows by the state of the surf whether the boat can be used, or whether to resort to the life-car, or breeches-buoy. The boat always puts out if possible, this being the speediest mode of succor. If the surf be impassable, the wreck-gun casts its lariat over the wreck, the hawser and hauling-lines are set up, and the imperiled seafarers are drawn ashore. By whatever mode the rescue is effected, it involves hours of racking labor, protracted exposure to the roughest weather, and a mental and bodily strain under the spur of exigency and the curb of discipline which greatly exhausts the life-saving crews. In the case of the boat-service, whether by surf-boat or life-boat, tremendous perils are added to new hardships. The result of these gallant toils in the rigors of the winter beach and the drench of the surf, since the date of original organization in 1871, has been extraordinary. During this period of eight years, statistics show that there have been, within the scope of life-saving operations, 6,287 persons imperiled on stranded vessels. Of these, 5,981 were saved, and only 306 lost—197 of these at wrecks remote from stations, or at times when they were closed, and the others, in nearly every instance, under circumstances which rendered human aid impossible. During this period the stations have also given succor to 1,382 persons. Their crews have, moreover, notably performed wreckers' duty, and saved large amounts of marine property. The virtue of organization is attested by these results, but large credit must always be given to the noble fidelity, capability, and dauntless courage of the stout groups of seven who man the lonely stations. Wherever native manliness is held in honor, these heroic Pleiads of the seaboard beaches, and the gangs of nine who drive the life-boats through overwhelming seas upon the Lakes and the Pacific, with hearts greater than danger, can never fail of their meed.

*For The Sailors' Magazine.*

## THE SEAPORTS OF THE BIBLE.

BY REV. J. E. ROCKWELL, D. D.

## VI.—CYPRUS.

The Chittim or Kittim of the Old Testament is the Cyprus of the New, as is distinctly affirmed by Josephus, who writes that Cethima (son of Javan and grandson of Japhet) possessed the island of Cethima which is now called CYPRUS. In the tenth chapter of Genesis we meet with the name of Kittim associated with that of Tarshish and others of the descendants of Noah through Japhet and Javan, among whom the isles of the Gentiles were divided. The first notice of the island as a port is found in Numbers, xxiv: 24, in which Balaam says, "and ships shall come from the coast of Chittim and shall afflict Asshur and shall afflict Eber, and he also shall perish forever!"

Twice in the prophecy of Isaiah, Chittim is mentioned in connection with Tyre and Sidon. Jeremiah alludes to it in the address to Jerusalem,—Ezekiel speaks of benches of ivory brought to Tyre out of the isles of Chittim, and Daniel re-echoing the prophecy of Balaam says, when describing the career of Antiochus Epiphanes, "For ships of Chittim shall come against him, and he shall be grieved and return." From these early notices of the island of Cyprus, then known as Chittim, it would seem as if, like Tarshish, the name had become almost generic, and was applied to all the islands lying in the eastern and central portions of the Mediterranean sea. Of these Cyprus was chief, and both from its position and its mineral and agricultural resources, became,

very early in the history of the world, a place of great commercial importance. Though lying one hundred miles west of the Phœnician coast, and fifty miles south of Asia Minor, its lofty mountains were always visible and ever must have been an important landmark for the sailor, whether homeward or outward bound. Whether the Phœnicians were the earliest colonists of this island or not, it is evident that they obtained a very early foothold here, and held its wealth at their command.

The island was peculiarly adapted to commercial purposes, affording as it did on all sides, sheltered and commodious harbors, or roadsteads, in which ships might lie safely. Its extreme length is one hundred and fifty by about fifty miles in width, and on its eastern extremity is a long tongue of land pointing like an index finger towards Antioch, the early home of the Christian Church. It is an island of great natural beauty and fertility. Aromatic herbs of all kinds, cotton and tobacco, wine, oil, silk and fruit of the finest quality are there produced. Dyewoods and drugs, and precious stones and minerals are also obtained there. With such attractions to men of commercial enterprise it is not strange that Cyprus was very early in the history of the world an object of interest for colonists, and a subject of strife among the nations of the earth. Even heathen mythology laid its claims upon this island as the birth-place of Venus, who was hence often



called Cypria, and to whose worship many temples were there dedicated. The Tyrians were doubtless the first to profit by the settlement and improvement of this island. Its woods and forests furnished abundant materials for ship-building, and its wines, oils and fruits, all rich and rare, were the very materials out of which to build up a vast and remunerative commerce. In all its best harbors cities arose which became the nuclei of small kingdoms into which the island was divided. Salamis was the natural outlet for all the wealth of agricultural products which distinguished the easternmost slope of the Cyprian mountains and of the plains lying between them and the sea. This city was largely settled by Greeks, and flourished until the time of Constantine, when it was destroyed by an earthquake. The modern town of Famagosta stands about two miles from its site and is largely built up out of its ruins.

Citium was perhaps the oldest Phœnician settlement, on the southeastern side of the island and may still be identified by the ruins which may be traced near the modern Larnica. This was doubtless the most important centre of commerce upon the island, and in the time of its greatest prosperity its harbor was crowded with vessels from Greece, and Egypt, and Phœnicia and all the great nations bordering on the Mediterranean. On the southwestern point of the island was Paphos, near which heathen mythology placed the scene of the appearance of Venus, when rising from the sea, and where was a temple dedicated to her honor, which afterward became distinguished from its association with some of the triumphs of the Gospel. Modern research has not only brought to light im-

mense treasures of Cyprian wealth and art, but has also decided many important questions as to the early settlements of the island. Coins of exceeding value, inscriptions, bas-reliefs, statues, jewelry, bronzes, pottery and glass have been brought to light and have largely aided in illustrating the early history of Cyprus.

The celebrated Di Cesnola collection, now in possession of the Metropolitan Museum of New York, was gathered by its original owner while acting as U. S. Consul at the island.

Mr. Seward in describing his visit to Gen. Di Cesnola says of the antiques which were then shown to him, "He has gone down through at least three centuries in tiers one above another, and has unearthed more than fourteen thousand articles from the tombs of successive generations which flourished through a period of probably two thousand years.

"The lowest stratum is a collection of articles as rude as the attempts of carving and sculpture of the North American Indians. These were either made or copied from the ancient Assyrians or Egyptians. Then comes the next stratum comprising the improved works of art of the Phœnicians. Next come the relics of the Persians, next after them in the ascending series are those of the Greeks, lastly those of the period of the Roman Emperors. In every layer of them we found manifold figures of Venus, the guardian goddess of the Cyprians, in every attitude and association."

These ancient works of art, now brought up from the graves of buried centuries, testify to the successive changes wrought by the new forms of civilization to which the island became subject.

Yet in all its history, for ages,

each change but added to the moral degradation of the people. Egyptians, Phœnicians, Assyrians, Greeks or Romans, only introduced some new phase of the old idolatry, and left the people still corrupt and sensual. The mythical story of Pygmalion only illustrates the condition of society. So displeased was he with the morals of the people that he resolved never to marry, and only changed his plan when Venus gave life to a beautiful marble statue of his own creation, who became his wife and the mother of a race of kings. In the political changes which took place after the death of Alexander, Ptolemy obtained possession of Cyprus, after a long and serious struggle attended with heavy losses both of ships and of men. In the year B. C. 57, the island became a Roman province through the agency of Cato and his nephew Brutus, who carried back to Rome 7,000 talents of silver obtained by the sale of the royal furniture, made up of vessels of gold and silver, and tables and jewels of great value.

At the introduction of Christianity to the world, after the ascension of its divine author, Cyprus nearly received the truths of the Gospel, and has frequent mention in the New Testament as the scene of important movements for the extension of the Church.

Among those named in Acts iv. who were eminent for their faith and devotion, was Barnabas, a Levite of the country of Cyprus, to whose Christian kindness and courtesy Paul was largely indebted, and with whom he was intimately associated in the work and trials of the ministry.

And among those who were scattered abroad on account of the persecution of Stephen, some traveled as far as Phenice and Cyprus:

others were men of Cyprus and Cyrene, who traveled towards Antioch preaching the Lord Jesus. So that great numbers believed and turned unto the Lord. And to these new converts Barnabas the Cyprian was sent, that he might farther instruct and comfort them. Thus early in the history of the Christian Church we find Cyprus not only receiving the Gospel, but sending forth men who bore aloft the banner of the Cross, and aided in the conversion of many to God. At the first great missionary convention held at Antioch, Paul and Barnabas were set apart to the special work of preaching the Gospel in foreign lands, and the port for which they first sailed when leaving Seleucia, was Salamis, in Cyprus, the birth place of Barnabas. They must have seen the hazy outline of the mountains of that lovely isle even when their ship first trimmed her sails for her voyage, and as she neared the home of his youth, the heart of Barnabas may have leaped with joy as he saw the familiar scenes of his childhood come into sight, and looked upwards to the mountains which almost threw their shadows over his native city. Then they landed, and commenced their work by entering the Jewish Synagogues and speaking to their brethren of the unsearchable riches of Christ. Leaving this place they passed on through the island to Paphos, one hundred miles westward. To reach this point they must have passed through many villages and cities which were populous and thriving, and through several important seaports, whose harbors were filled with ships from every part of the Roman world. At Paphos perhaps was still seen the temple of Venus standing in a grove of great beauty, and in the market places might be found shrines and images, which



still indicated the idolatry of the place and times. There was a Roman deputy, a man of noble character, courteous, candid and intelligent, who was soon attracted by the preaching of the apostle and his associates, Barnabas and John, and who expressed a desire to hear them in his own house.

Among the members of his household was a Jew named Bar-Jesus, or Elymas, who, having proved recalcitrant to his own faith by pretending to be a sorcerer or diviner, and who had by his false and wicked devices obtained a large influence over the mind of the Roman proconsul, sought to hinder the truth from entering his mind. Under a divine impulse the Apostle, whose name henceforth assumes the Roman form of Paul, denounced against him the judgment of heaven, and doomed to a temporary blindness, the man who had sought to keep out the light of the Gospel from the mind of the Roman noble.

At once darkness fell upon him and he went forth blind and helpless, seeking for some one to lead him by the hand. A miracle so marked and indisputable at once convinced the Governor, and he embraced and believed the Gospel. The conversion of a man so distinguished could not but have left its impression upon the island, and largely opened the way for the establishment and growth of the christian church.

After the separation of Paul and Barnabas, the latter minister, with John Mark, revisited Cyprus. The great Apostle when on his way from Ephesus to Tyre and Jerusalem again saw it, though he did not visit it. On that same memorable journey honorable mention is made of one Mnason of Cyprus, who was introduced to him at Cesarea and whose guest he became when he had reached Jerusalem.

Once more the Apostle caught sight of Cyprus on his way to Rome in the ship bound from Cesarea to Myra, and, as he swept by on its northern side, he must have recalled his early experiences there, and breathed a prayer that the seed he had sown might spring up in a plentiful harvest. There is no doubt as to the early and rapid spread of Christianity in that island. Churches were established in all its important cities, by the beginning of the second century, and the Greek form of Christianity is still the dominant religion over the island. Dr. Thompson of Beirut, in a visit to the island mentioned by Bonar and McCheyne in the history of their mission to the Jews, found in sixty villages the remains of ancient churches now ruined and desolate.

Cyprus has had a varying fortune since the decline of the Roman power. After the division of the empire it fell to the share of the eastern monarchs, then was conquered by the Arabs, under whose cruel oppression its cities were pillaged and their inhabitants massacred. Then Richard Cœur de Leon of England, landed with his troops when on his way to the Holy Land, and having dethroned Isaac, because of his inhospitable treatment of his *fiancee*, married Berengaria who had with three of her ships been driven into the coast of Cyprus by a severe storm that had divided their fleet. The island was afterward sold to the Knights Templars, and then to Guy de Lusignan whose descendants possessed it for three centuries, when it fell into the hands of the Venetians in 1489. After them came the Turks, under whose rule it continued, with a brief interval, until it came into the hands of the British government under the skilful diplomacy of Lord Beaconsfield.

Like all the lands which have fallen under the rule of the Turk, Cyprus has gradually declined in all her important interests. During the time of her greatest prosperity, under the influence of an active commerce, and with a population of nearly two millions, she sent out colonies, and could raise an army of 30,000 for her defense, and send forth fleets that were invincible, to meet the assaults of her enemies. Under the Byzantine empires her sad decline commenced, until now her population is estimated at only 180,000. Under a new, wiser, and more liberal policy, with all its agricultural and mineral resources, Cyprus may return to her ancient greatness, and her ports again become the scene of an active and remunerative commerce, while the truths uttered there ages ago by Paul and his associates may again become the sources of spiritual life and power to the people of the island.

*For the Sailors' Magazine.*

### Trust.

One day I stood watching the quivering sail  
Of our frail little bark in the howling gale.  
Afar from the shore, with its "sheltered lea;"  
Alone! in the midst of an angry sea;  
Anxious, I clung to the mast.  
Thought of my home, with its welcome cheer,  
Of my faithful wife, and children dear.  
No need to brush the tears away,  
They were dashed aside by the blinding spray  
As I turned to the stormy blast.  
In a moment a bird fluttered over my head;  
Weary, frightened, and well-nigh dead,  
Storm-driven, it wandered afar from the land,  
Bewildered, it flew in my half closed hand,—  
And was safe from the pitiless storm.  
Gently I bore it to cabin below,  
And opened my hand, but it would not go:—  
So I let it rest on my open palm,  
Where it dried its feathers, without alarm,  
And sang, when rested, and warm.  
That little bird,—but a grain of dust,—  
Has taught me a lesson of simple trust.

When the storms of life beset my way,  
And my weary feet have gone astray  
From the path to the "better land,"—  
When tossed about on a sea of care,—  
My Savior stands waiting to help me there!  
When earth affords no "sheltered lea,"  
Like the bird,—to my Savior I shall flee,  
For a refuge in Jesus' hand!

H. S.

### There Is No Death.

There is no death! The stars go down  
To rise upon some fairer shore;  
And bright, in heaven's jeweled crown,  
They shine for evermore.

There is no death! The dust we tread  
Shall change beneath the summer showers,  
To golden grain, or mellow fruit,  
Or rain-bow tinted flowers.

The granite rocks disorganize,  
And feed the hungry moss they bear;  
The forest leaves drink daily life  
From out the viewless air.

There is no death! The leaves may fall,  
And flowers may fade and pass away;  
They only wait through wintry hours  
The coming of May-day.

There is no death! An angel form  
Walks o'er the earth with silent tread,  
And bears our best loved things away,  
And then we call them "dead."

He leaves our hearts all desolate,  
He plucks our fairest, sweetest flowers;  
Transplanted into bliss, they now  
Adorn immortal bowers.

The bird-like voice, whose joyous tones  
Made glad these scenes of sin and strife,  
Sings now an everlasting song,  
Around the tree of life.

Where'er he sees a smile too bright,  
Or heart too pure for taint and vice,  
He bears it to that world of light,  
To dwell in Paradise.

Born unto that undying life,  
They leave us but to come again;  
With joy we welcome them the same,  
Except their sin and pain.

And ever near us, though unseen,  
The dear immortal spirits tread;  
For all the boundless universe  
Is life,—there are no dead.



## Items.

### *Off for The North Pole.*

The U. S. Government Cutter *Jeanette* was to leave San Francisco, about the 15th June, for a three years' cruise in search of the North Pole. The *Jeanette*, it will be remembered, was purchased in England by JAMES GORDON BENNETT, and placed at the disposal of the United States Government for the purpose above alluded to. She was to leave San Francisco under charge of Lieutenant DE LONG, of the regular navy, with a crew of twenty-five men, accompanied by eight or ten scientists, the latter from various parts of Europe, who go partly at their own, and partly at the Government's expense.

The expedition will proceed by way of Behring's Straits, and carry supplies for an eighteen months' cruise, during which time it is expected to keep up irregular communication with the Department, and recount its discoveries. In the latter part of August, 1880, the Government purposes fitting up a special expedition to follow the *Jeannette*, with supplies for the remaining eighteen months of the expedition, and to render such assistance to the explorers as may then be necessary. The bureau of naval engineers at Washington repose great confidence in Lieutenant De Long's ability to accomplish the object aimed at by fitting out the expedition. He has made several discoveries in the same direction within the past five years, the last in 1876, when he placed the U. S. Government in possession of useful and important topographical information as to those northern latitudes. The Lieutenant is not restricted by the Government in the management of the expedition, beyond returning reports of the progress from all available points. The whole expense of the expedition to the Government is limited to \$18,000.

### *Inter-Oceanic Communication.*

The *American Ship*, a new exchange, published in this city, says:—"The proceedings of the Paris conference to consider the possibility of a canal to connect the Atlantic and Pacific at the Isthmus of Darien have thus far been of deep interest, and, we may reasonably believe, of practical advantage. Attention has been concentrated upon the respective merits of the several routes proposed;

the difficulties of each have been considered and estimates of their relative cost have been approximately reached.

"As the discussions have progressed, one and another of the half-dozen routes successively proposed and advocated have been dropped, until but two remain which are receiving consideration, and the latest advices indicate that, as at present estimated, neither of these can command the endorsement of Congress. Modifications of the Napipi-Atrato and Nicaragua routes are being prepared, but the opinion seems to be gaining strength that no practical result will be reached by the Congress. The stubborn facts which seem to compel this conclusion are pointed out by Professor Lawrence Smith, of Kentucky, one of the delegates, who says, *First*, that 'new and difficult problems in civil engineering have arisen, of which no satisfactory solution can be given. *Second*, that the question of navigation through such tunnels and locks as must be constructed on one or the other of the plans has never before arisen, especially as regards the tunnels. *Third*, the meteorological conditions of the regions through which the canal must pass are involved in doubt and contradiction,—so much so, indeed, that some of the leading engineers say that a canal at the Isthmus, with tunnels, would be interfered with so greatly by the tremendous rains and torrents as at times to completely obstruct navigation.' But although this Congress may fail to reach any practical conclusion, a vast deal of enlightenment to the public mind in regard to the true route for this grand enterprise will have been secured, and a greater stride towards its ultimate realization than has been made in all the four hundred years since the conception of such an enterprise dawned upon the world. The constantly developing resources of America, its rapidly increasing trade, and the necessities thereby created, together with the equally remarkable progress of scientific inventions, may, sooner than we apprehend, open the way for the inception and completion of the Isthmus Canal."

### *The Proposed Mediterranean Sea.*

The sea proposed by Gen. Fremont, to penetrate the Southern Desert of California, says an exchange, is no wild scheme. Some centuries ago, it is plain to be seen, what is called the Colorado Desert was an inland sea 200 by 50 miles, and 300 feet deep, being an arm of the Gulf of

California. The sands that silted it up are barren as any ocean beach, and its influence makes a vast area of country beyond almost rainless. This extends far into Arizona, of which State the popular General is Governor. It is in the interest of that State that he presents his plan to the federal government. California would gain much by having such a navigable sea opening its back country to commerce, as well as healthful amelioration of its southern climate, and by increasing rainfall its productive agriculture would be enlarged. To Arizona it would open a port of shipment, doubling the value of its ores and metals, and cheapening its supplies. This is the same desert that Dr. Wozencraft has for some years been asking Congress to grant him, on condition that he will bring water to irrigate it, and fit it for agriculture. From a California point of view Wozencraft's plan is more utilitarian, and perhaps less costly and less tardy in realization.

#### *Sailors' Boarding-Houses.*

In Part 1 of the Court of General Sessions, (New York City) one day in May, before Judge Cowing, appeared some twenty-five sailors' boarding-house keepers, jointly represented by Mr. William F. Kintzing. A general plea of guilty, in answer to the charge of non-payment of license, was entered. Judge Cowing, on accepting the plea, said that he regarded the act of 1857 as a wise one for the benefit of the sea-faring class, but that he fully understood the wide difference existing between the so-called sailors' boarding-houses, and would very willingly suspend sentence in all cases of this class upon first complaint and plea of guilty, in order that the defendants might go before the Commissioners, leaving to them the decision of which were worthy to have license and which should be refused and forced to suspend business. All these had been the holders of licenses and were temporarily without by reason of neglect. Upon appearing before the Commissioners, in the afternoon, prompt renewal of their licenses was accorded.—*American Ship.*

#### *Saved from Shipwreck by Oil.*

The pouring of oil on troubled waters is generally regarded by sea captains more as a fine sentiment, than as a practical point to be observed in times of danger;

but as far back as 1770, a Dutch East Indian trader claimed to have been saved from shipwreck on a treacherous reef, by pouring on the sea a jar of olive oil. Later, another instance is recorded, in which a vessel having been wrecked in a hurricane, a cask of lamp oil, which was kept in a small boat, became broken, and so quieted the sea in the immediate vicinity, that most of the crew succeeded in getting to an island near by.

"Captain Jarman, of the four-masted ship *Romsdal*, stated to a *Tribune* reporter recently, that although he had long known of the wonderful effects of oil poured upon a rough sea, yet he never had put his knowledge into practice until his last voyage. The subject having been recalled to his mind lately by an article in one of the seamen's tracts, (see *SAILORS' MAGAZINE*, Oct., 1878, p. 297), he decided to test the recipe. He caused two canvas sacks, shaped like a bottle, to be made, each having a capacity of about three gallons of oil. These he filled with common lamp oil. Soon after, in the middle of the Atlantic, he encountered a violent hurricane with terrific seas, which lasted about twenty hours. The waves broke over the stern and threatened to swamp the vessel. Remembering his oil, he punctured the canvas bags, and caused one to be towed over each quarter. The effect, he said, was magical. The waves, although remaining at the same height, no longer broke over the stern; but for several yards around, where the oil had spread upon the water, there was apparently a calm. The ship was thus relieved from the tremendous shocks of heavy seas breaking over her, and the danger was considerably lessened. Captain Jarman thinks that the use of oil in the case of a ship hove-to in a storm, would be a very good thing. He says that although this was the first time he had ever tried the experiment, it was not novel by any means. He had known cases in which crews had escaped from vessels when it would have been impossible to lower a boat without its being swamped, except that oil was thrown over the ship's side, and the sea thus sufficiently calmed to allow the boats to be lowered without danger. He has also seen whaling vessels lying quietly while near by them other vessels were violently tossed about. The whaling vessels were so thoroughly saturated with oil, that the water remained calm all about them. He says that the method is so simple, and so inexpensive, that he intends to have oil bags always ready for use hereafter."—*Tribune.*



## The Sailor's Text.

### SAFE ANCHORAGE.

*"Cast thy burden upon the Lord, and he shall sustain thee: he shall never suffer the righteous to be moved.—Ps. lv. 22.*

When the tempest is threatening, the sailor never thinks of casting anchor on a bold headland, exposed to the sweep of the storm. He runs his vessel into some sheltered bay, where the waves have rocked themselves to rest.

Tempest-tossed Voyager on the Ocean of Life, here is a quiet shelter for thee! The world's refuges are refuges of lies. But "God is our refuge and strength, a very present help in trouble." Whatever thy troubles may be (and each has his own)—the burden of sin, the burden of sorrow, heart burdens, family burdens, trials with which a stranger dare not intermeddle—cast them ALL on Him, "for He careth for you all!"

"Give to the winds thy fears;  
Hope, and be undismay'd.  
God hears thy sighs, and counts thy tears,—  
God shall lift up thy head!

"Through waves, and clouds, and storms,  
He gently clears thy way;  
Then wait His time, so shall thy night  
Soon end in joyous day."

## WORK AMONG SEAMEN.

### CORRESPONDENCE, REPORTS, &c.

#### Sweden.

##### GOTTENBERG.

Latest advices received from Rev. S. SWENSON state that during last Winter, God blessed his labor among sailors. Walking from vessel to vessel over the frozen sea, he was easily able to reach them, and do them good. He sustained regular services twice on the Lord's Day, and twice during the week. Several men were converted, and not seldom others asked for the prayers of Christians.

he found opportunity of ministry to a sick seaman, whom he there pointed to the Lamb of God. He became interested, was awakened to a sense of his sin,—then found peace and salvation through Christ.

Finding a widow on board, also, who, with her three children, was bound for Sweden, and had but a small sum of money in her possession,—he interested cabin passengers in her welfare, raising needed funds to send them on.

#### Norway.

##### CHRISTIANIA.

Mr. HANS H. JOHNSON, who went out from this city, has reached his post of labor in our service. He writes that on the second day out from New York,

#### Germany.

##### HAMBURG.

Twenty one hundred and ninety visits were paid to British and American vessels, in 1878, by the missionary of the Sailors' Institute; parcels of books were taken on board vessels leaving the ports

for long voyages, from the Institute, and in several cases, at the request of sea-captains, their vessels were supplied with Bibles and Hymn Books, to enable them to conduct worship on board during the voyage. Other distribution of reading matter was largely made. Sixty-six hundred and seventy-two visits were paid to the Reading Room by seamen. Divine service was regularly held every Lord's Day and evening. The meetings held during the year numbered 300, at which 5,230 seamen were in attendance.

### Belgium.

ANTWERP.

By advices received just as we are going to press, we learn that Rev. Dr. VERMILYE, our newly appointed chaplain, is meeting with marked favor, and is having hoped for success in important negotiations relating to the Bethel. We await his next letters with very great interest.

### Italy.

GENOA.

We have received copious extracts from the recent journals of Signor DELFINO, and Mr. JONES. The former has great cheer in his continued work of distributing the Bible and other religious reading, among Italian emigrants, on outgoing vessels,—and among the crews on some of them. His records illustrate with emphasis the power of the Sacred Word to attract and fasten upon itself the attentive interest of the human heart, among all classes of men, especially when it comes to them as a fresh book. We cite, as follows, from Mr. Jones' diary.

#### *At Work on American Vessels.*

*January 4th.*—Visited a newly-arrived American barque and had a kindly welcome from the Captain. The crew were all Scandinavians, but a well-conducted set of men, who spoke highly of the kindness shown them by Christian ladies and the Missionary in New York.

*Sunday, January 19th.*—Had a large morning meeting on board the *B—H—*, employed three boats in bringing my congregation, which numbered between seventy and eighty. At half past one had service on board the *U. S. S. G—*, when the attendance, being optional, as is usually the case in the *U. S. Navy*, was not large, still the meeting was a happy one. Several captains of American merchant vessels and a number of the ship's officers were present. In the evening had a most encouraging meeting, with upwards of fifty on board the Bethel, when Mr. MILLER preached to us from Exodus, xiv: 15.

#### *A New Convert—Seeking Christ.*

*February 17th.*—Visited the seeking one mentioned yesterday, accompanied by a Christian friend. We found him happy in a Savior's love and rejoicing in the knowledge of sins forgiven. His face beamed with joy as he told us that when praying for pardon, after I left that night, he saw the meaning of the passage in the liii of Isaiah, 'The Lord hath laid on *Him* the iniquity of us all.' I next visited another young man whose duty,—that of cook,—being finished for the night, we went together into my boat to be free from interruption. I soon found that he had long considered himself a very good sort of a man, but that his goodness had all fled before the Word of God, and he was now deeply anxious to be saved. We remained a long time conversing, and although it was too dark to see each other's faces, I have every reason to believe that the word was blessed to his soul. At parting he said we might never more meet on earth, as he was to sail early to-morrow, but he trusted through the merits of Jesus Christ, to meet me in Heaven.

#### *Sunday Labor.*

*Sunday, March 2nd.*—A fine morning. Went out early to collect my congregation. The captain of a large ship recently arrived, had given orders that no one was to leave the ship. I went to his cabin and explained that I would be responsible that no one whom I took to the Bethel should go on shore, 'in which case,' he said, 'you can take them all;' and accordingly quite a number of officers and men came with me, and we had a very good meeting. In the evening the meeting was still larger, and several of the men asked me to come for them when I had week night meetings.

*Sunday, March 9th.*—Had a very large meeting this morning. The Cap-



tain of the *G*—— lowered his boat and brought the sailors from his own ship and from those near. In the evening held service in the saloon of the Anchor Liner *C*——, when the Rev. Mr. Kay, of Palermo, gave us an excellent address. Rev. Mr. MILLER took part in the service, and he had in the morning preached on board the U. S. S. *G*—— so that the Word has been much proclaimed in our port to-day, and while we work may we patiently wait, believing that God will bless it in His own time and way.

*Making Ready for the Sabbath.*

*March 29th.*—I have, as usual on Saturdays, visited every British and American ship in port, including the American ships of war, giving invitations to to-morrow's services. Received a kind reception from the Chaplain of the U. S. Frigate *T*——, as also from the other officers.

*April 12th.*—Visited the U. S. S. *D*——, and had ready permission given to hold divine service on board, to-morrow. Went among the crew to tell them of it, and was welcomed among them. Two young lads took me below and got out their hymn-books to fix the hymns for to-morrow. Visited two new arrivals. On board one an old man said, 'You are Mr. Jones, whom I heard preaching two years ago. I have been longing to see you again, for I have never forgotten your words.'

*Distributing the Word.*

*April 26th.*—Took my tract and Bible bag on board the U. S. S. *G*——, when the men flocked around me for tracts. The heading of each suggested some word of exhortation or of counsel which was listened to respectfully by all. I next visited the U. S. S. *D*—— with a like result. The men were eager to tell me how much they had liked Mr. Miller's sermon. One man bought a Bible, and my bag would have been emptied if the men had had money. The executive officer sent for me to ask if I would hold divine service on board to-morrow, which I gladly promised to do."

NAPLES.

The Missionary, Mr. STEPHEN BURROWS, reporting, summarily, from Jan. 1st, to April 1st, 1879, says:—

*A Farewell to the Old Year.*

"On the last night of the old year a large number of sailors assembled in the

Bethel, and enjoyed themselves by singing and reading from 8 until 11 o'clock, when a religious service was held, in which the Captain of the brigantine *Zircon* and a clergyman of Naples took part. This service was a happy one and answered the double purpose of ushering in the new year in a Christian manner, and of checking the practice of deep drinking, so prevalent among our countrymen at that season. On the 7th of Jan., a remarkable meeting was held on board the *Z*., where a room is fitted up for the purpose. The presence of God was felt. Several were noticed broken down, even to weeping. One Romanist seemed much impressed, and upon the return of the steamer, eight weeks afterwards, this man showed much sympathy, and again attended the preaching of the Gospel with marked attention. An Italian gentleman who was present, was so impressed, that he wrote to a friend in London, giving a favorable notice of the meeting, and the Gospel, which he seemed to appreciate.

*Labor with Newfoundland Fishermen.*

"The fleet of sailing vessels with fish from Newfoundland, remained during January and February. The crews of these vessels were remarkably steady, and attended diligently to the means of grace. The captains showed much sympathy. We had great pleasure in visiting these vessels, and found the sailors superior among their class; probably they were steady before coming to this harbor, but we are decidedly of the opinion that the word of God had free course among them and was glorified. Swearing, drunkenness and immorality were scarcely observable. The whole crew of one vessel became total abstinents,—this, and other causes hereafter to be mentioned prompted the formation of a temperance society in connection with the mission. Two sailors on the 2nd of this month voluntarily gave their names as the first members. Drink had been a curse to them.

*His Weekly Lecture—Temperance Society.*

"On Thursday, or some other week evening, we give a lecture on the Bible, illustrated by diagrams. This service is about the most successful of any connected with the mission. Each time the lecture is given, impressions are made, and we are frequently asked to re-deliver it to the same audience on a future night. The idea of the lecture is to show how the Bible was made, and is preserved,

and its blessing to the world. There are many sceptical men on board ships, but they are not dogmatic in their opinions, and being simple-minded, they readily receive any argument that has the appearance of truth.

"The reading-room in our floating Bethel is partitioned from the Chapel part, and it is frequented on week nights by the sailors from the vessels in harbor for the purpose of writing letters, reading papers and books, and playing simple games. Gambling is prohibited. Many of those who attend the reading-room express sincere gratitude for such a place where they can enjoy a happy night and feel free of the debasing influence of intoxicating drinks, and the unchaste society of low women. The reading-room has indeed proved a success.

#### *Sailors Seeking Tracts and Bibles.*

"Italian sailors in English vessels often ask for tracts in their own language. One evening last month, after service in the fore-castle of a steamer, an Austrian sailor of Trieste, who was present, asked a Swedish sailor to tell him more of the subject; the Swede went over the story of the dying thief and thus became a missionary to his shipmates. Another Swede, cook in a sailing vessel here at present, has been stirred up. For eight years he had not seen a copy of the Scriptures in his own language. He asked for a Bible and requested to pay double for it. Though his time is fully occupied, yet in a few days he read the New Testament half through.

#### *Labor for American Seamen.*

"Services have been held on Sunday mornings on board of American men-of-war, who come to this harbor frequently. The officers were very kind and gave every encouragement in visiting the vessels. This is satisfactory, as only the flag-ships in the American Navy carry a chaplain. We regret to state that the executive officer of one ship refused us the privilege of carrying the message of the Gospel to the crew under the plea that the vessel was under repairs. The American ships coming to Pozzuoli, eight miles from Naples, are visited. We had a happy time in one of these vessels, lately, (the *Investigator*). Some of the men were at first averse to attending the service held on board, but ultimately all except one came.

#### *Difficulties, on Sunday Mornings.*

"In the harbor of Naples we have

much difficulty in our work, especially on Sunday mornings. At an early hour strong drink is introduced by the "sharks" from the shore. This practice, has, on several occasions, caused much confusion on board. When we begin our morning visits on Sundays, about 8 o'clock, the vessels are crowded with the natives selling coral and other ornaments, pictures, venders of disgraceful photographs, and hot coffee spiced with brandy and rum. It requires a bold heart to penetrate this Vanity Fair. The sailors never oppose our visits, though they are, as may be expected, often careless; and it is from such scenes that we draw our audiences on Sunday mornings. We generally get an attendance of about thirty in the morning,—from twenty to a hundred in the evening. Ladies and other friends from the shore give efficient help in singing, and this service is appreciated by our sailor friends.

#### *Three Months' Efforts.*

"During the three months 716 visits were paid to ships, 1,140 tracts given away, beside papers, 43 meetings were held in the Bethel and on board ships. 21 Bibles and Testaments in various languages were sold, and many Italian Gospel portions given away.

#### *At the Hospital.*

"The sailors in the International Hospital are regularly visited, and there have been tokens of blessing among them. One young man who was careless the first week, seemed much changed. He began to pray, and for several weeks he kept a Bible on a shelf near his bed which he loved to read, and made more use of than other reading."

### Valparaiso, S. A.

At the annual meeting of the Valparaiso Bible Society, March 30th, Rev. DAVID TRUMBULL, D. D., in the chair, the chairman reported that "the AMERICAN SEAMEN'S FRIEND SOCIETY of New York, has given us for last year, the grant of \$200, in aid of our colporteur, in consideration of our work among sailors."

### Japan.

YOKOHAMA.

In December, 1878, January and February, 1879, Mr. W. T. AUSTEN went, day by day, "from ship to ship, telling



the story of the Cross. Sailors, like most other men," he writes, "have a right side to be got at. Dropping in among them of an evening, after their day's work is finished, I never fail to receive a hearty welcome from the different crews seated in the fore-castle. They tell me of those terrible struggles, temptations and trials, so unknown to most landmen, that beset and meet the sailor, both on shore and at sea. I continually urge upon them the great and solemn duty of giving themselves up to God, and of not being ashamed to confess His name; and I supply each sailor with good and useful reading. This work, I rejoice to say, has not been without fruit;—*four men* have, I trust, received a change of heart, and are standing out nobly for Christ. Our temperance work has been very successful during the winter months, the meetings have been well attended, and a large number of men induced to sign the pledge. This often proves to be the first step to religion. During the past quarter, I have held 81 Gospel meetings on shore and afloat, made 89 visits to the ships in harbors, and 46 to the hospitals, besides visiting the reading room, twice daily. Eleven seamen have visited me at my house, two of whom were hopefully converted."

### British and Foreign Sailors' Society.

*Compass and Chart* (London, Eng.) for June, reports the Annual Meetings, held at Assembly Hall, Cannon Street Hotel, May 11-13th. THOMAS BRASSEY, M. P., was in the chair. Addresses were made by Bishop CLAUGHTON, a Vice-President of the Society, J. Herbert Tritton, Thomas Scrutton and James E. Matheson, Esqs., and Major General Haig. The last speaker, who was just from India, described the Christian work which has been done with and for sailors in Calcutta, within the past few years. He spoke of its origin, from the revival, in 1872, among the Anglo-Indians,

through the preaching of Rev. William Taylor; dwelling upon the labors of two heroic women,—Mrs. May, and the wife of a Baptist minister. These ladies went into the grog-shops and brought out the sailors. But having no place of refuge, a coffee-room was opened. Soon the sailors' street, the worst in Calcutta, was changed. Magistrates and policemen testified of less violence, crime, and dissipation. Some of the rum-hells were deserted, while their own teas were crowded, and at almost every meeting souls were saved. These were the happiest hours of his life. Sailors are ready to receive the Gospel; and work among them is so encouraging that it will soon unfit one to do other work. He spoke of crossing the *Maidan* after the votaries of fashion had left, and you would see a praying ring of sailors, with scouts out, laying hold of passers-by and bringing them into the ring. So in Madras and Bombay the work is going on among the sailors. He showed the *grace of God* not only in saving these men, but *keeping* them though they went to sea immediately after their conversion. After this address, by General Haig, an old Welsh missionary of over eighty years of age (Mr. Evans), spoke of the former days, when he heard the Claytons, and saw the tears roll down the face of Rowland Hill, as he preached to the sailors in the old ship, and his labors with Capt. Pryn. Standing at the door of time, he prayed for God's spirit to fall upon his brethren, and he was ready to say, "Lord now lettest thy servant depart in peace, for mine eyes have seen thy Salvation."

Other missionaries of the Society also made addresses, and the meetings appear to have been full of fire and force.

### Obituary.

Commodore F. A. PARKER, Superintendent of the U. S. Naval Academy at Annapolis, Md., died June 10th. He had been ill since last April, and his death was not unexpected. Commodore Parker was a native of the State of New York, and was about fifty-six years of age. He commenced service in the Navy in 1839. He was an excellent officer and highly respected for his private virtues.

## The Sailors' Home.

The very thorough and extensive repairs and improvements at the SAILORS' HOME, 190 Cherry St., are rapidly progressing; and it is anticipated that the building will be ready for use, again, early in the coming season.

## Position of the Principal Planets for the Month of July, 1879.

MERCURY is an evening star during the whole month; is favorably situated for observation; sets on the 1st at 8h. 34m., and north of west  $31^{\circ} 12'$ ; on the 12th at 8h. 46m., and north  $24^{\circ} 1'$ ; and on the 31st at 8h. 14m., and north  $10^{\circ} 15'$ ; is in conjunction with the Moon on the forenoon of the 21st, at 9h. 39m., being  $2^{\circ} 45'$  north; is at its greatest brilliancy on the 23rd; is at its greatest elongation on the morning of the 27th, at 5 o'clock, being then  $27^{\circ} 10'$  east of the Sun.

VENUS is an evening star, setting on the 1st at 10h. 3m., and north of west  $19^{\circ} 28'$ ; is at its greatest elongation on the morning of the 16th, at 1 o'clock, being then  $45^{\circ} 33'$  east of the Sun; is in conjunction with the Moon on the evening of the 22nd at 10h. 47m., being  $4^{\circ} 8'$  north.

MARS is a morning star until the morning of the 22nd at 4h. 51m., when it is in quadrature with the Sun; on the 1st it rises at 38m. past midnight, and north of east  $5^{\circ} 35'$ ; is in conjunction with the Moon on the afternoon of the 11th, at 5h. 59m., being  $8^{\circ} 20'$  south.

JUPITER crosses the meridian on the morning of the 1st at 4h. 22m., being then  $7^{\circ} 53'$  south of the Equator; is stationary among the stars in Aquarius on the morning of the 2nd at 3 o'clock; is in conjunction with the Moon in the forenoon of the 8th at 9h. 44m., being  $5^{\circ} 42'$  south.

SATURN is a morning star until the evening of the 7th at 7h. 17m., when it is in quadrature with the Sun; rises on the 1st at 36m. past midnight, and north of east  $4^{\circ} 59'$ ; is in conjunction with the Moon on the morning of the 11th at 4h. 11m., being  $8^{\circ} 20'$  south; is stationary among the stars in Pisces on the morning of the 28th, at about 5 o'clock.

N. Y. University.

R. H. B.

## Marine Disasters in May, 1879.

The number of vessels belonging to, or bound to or from ports in the United States, reported totally lost and missing during the month, was 41, of which 14 were wrecked, 8 abandoned, 1 burned, 2 sunk by collision, 1 capsized, 1 foundered, and 14 are missing. The list comprises 1 steamer, 3 ships, 12 barks, 2 brigs and 23 schooners, and their total value, exclusive of cargoes, is estimated at \$600,000.

Below is the list giving names, ports, destinations, &c. Those indicated by a *w.* were wrecked, *a.* abandoned, *b.* burned, *s.c.* sunk by collision, *c.* capsized, *f.* foundered, and *m.* missing.

### STEAMER.

Bernnia, *m.* from New York for Bristol.

### SHIPS.

Mary E. Riggs, *w.* from N. Orleans for Bremen.  
China, *w.* from New Orleans for Reval.  
Seaforth, *a.* from Philadelphia for Genoa.

### BARKS.

Lizzie Marshall, *w.* (At Dungeness, W. T.)  
Betty, *a.* from Antwerp for Philadelphia.  
Gladolus, *a.* from Doboy for Shields.  
Egremont Castle, *m.* from San Francisco for Queenstown.  
Coda, *m.* from Baltimore for Newry.  
Jessie Gilbert, *m.* from New York for Liverpool.  
Brother's Piide, *a.* from Cardenas for N. of Hatteras.  
Lalia W., *a.* from New York for Marseilles.  
Vesta, *w.* from Nagasaki for Shanghai.  
Dartmouth, *m.* from Liverpool for D. Breakwater.  
Ellen Wignall, *m.* from Charleston for Dublin.  
Amalfi, *b.* from New York for Barcelona.

### BRIGS.

Anna D. Torrey, *m.* from Pensacola for Boston.  
Silas Alward, *a.* from Cardenas for N. of Hatteras.

### SCHOONERS.

Calista, *m.* from Thomaston for New York.  
H. H. Seavey, *m.* from Perth Amboy for Bangor.  
E. J. McKinnon, *c.* from San Francisco.  
Pointer, *f.* from Boston for New York.



W. H. Whittaker, *m.* from Philadelphia for Gloucester, Mass.  
 E. Nickerson, *m.* from Boston for Port Royal, S. C.  
 Mollie, *w.* from Falmouth, Ja. for Milk River.  
 Eliza Christie, *w.* from Arecibo, P. R. for Baltimore.  
 Zina, *w.* from Boston for Machias.  
 G. C. Morris, *a.* from New York for Boston.  
 W. B. Thomas, *a.* from Windsor for Philadelphia.  
 S. P. Hall, *w.* from New York for Arroyo, P. R.  
 Geo. S. Low, *w.* (Fisherman.)  
 J. H. Christie, *m.* from Ponce for New York.  
 Baltic, *w.* from Grand Menan for Jonesboro, Me.  
 Ida E. Baker, *m.* (Fisherman.)  
 Sparkling Wave, *w.* (Fisherman.)  
 Concordia, *w.* (Near Tahiti.)  
 Eliza Magee, *w.* from Havana for Calbariem.  
 Armeta, *s.c.* from Bear River for Boston.  
 Wm. Thompson, *m.* (Fisherman.)  
 City of Gloucester, *w.* (Fisherman.)  
 Chas. S. Rogers, *s.c.* from Elizabethport for Boston.

The *Bureau Veritas* publishes the following statistics of vessels of all nationalities reported lost during the month of

APRIL, 1879.

*Sailing Vessels*:—38 English, 12 German, 11 French, 11 Dutch, 7 American, 6 Norwegian, 4 Italian, 4 Swedish, 3 Austrian, 2 Danish, 1 Chilian, 1 Greek, 1 Portuguese, 1 Russian, 2 of which the nationality is unknown; total: 104. In this number are included 10 vessels reported missing.

*Steamers*:—3 English, 1 Austrian, 1 French, 1 Norwegian; total: 6. In this number is included 1 steamer reported missing.

## Receipts for May, 1879.

### MAINE.

Augusta, South Cong. church..... \$ 15 83  
 South Berwick, Cong. ch., for lib'y... 30 00

### NEW HAMPSHIRE.

Meriden, Cong. church..... 6 00

### VERMONT.

Bennington Centre, 1st Cong. church. 21 00

### MASSACHUSETTS.

Boston, Bark *Hiram Emery*, Capt. Wyman..... 1 50  
 Schr. *Lamoine*, Capt. Leach..... 1 00  
 Curtisville, Cong. church..... 6 00  
 East Weymouth, Cong. church..... 5 28  
 Enfield, Cong. church..... 14 41  
 Groton, Cong. church, of wh. Rev. B. T. Robie, \$10, Mrs. E. Shumway, \$10..... 45 00  
 Hinsdale, S. S. Cong. church, for lib'y..... 20 00  
 Methuen, Cong. church..... 8 50  
 Natic, Cong. church..... 15 00  
 New Bedford, Trinitarian church..... 39 15  
 North Amherst, Cong. church and Society, to const. Mendall M. Howard, and Ernest M. Roberts, L. M's..... 60 00  
 South Dennis, Cong. church..... 10 90  
 Stoneham, Cong. church..... 13 10  
 Worcester, Central church..... 61 48  
 Yarmouth, Cong. church..... 43 26

### CONNECTICUT.

East Windsor, 1st Cong. church..... 15 00  
 Essex, 1st Cong. church..... 15 54  
 Glastonbury, Eagleville chapel, to const. "Frank Kenny," L. M..... 30 00  
 Guilford, 1st Cong. church, add'l..... 5 00  
 Haddam, 1st Cong. church..... 5 00  
 Hartford, Legacy James B. Hosmer, per Roland Mather, Ex..... 2,000 00  
 Pearl street Cong. church S. S. for libraries..... 40 00  
 Higganum, Cong. church..... 9 00  
 Mrs. Selden Usher..... 5 00  
 Meriden, Centre Cong. church S. S. for library..... 20 00  
 Southport, Cong. church, Fred'k Marquand, \$100, of wh. \$50 for Savannah..... 269 84  
 F. Marquand Monroe, for lib's..... 40 00  
 Washington, Cong. church, of wh. S. S., for library, \$20..... 30 25  
 Westbrook, Elihu Chapman..... 20 00

### NEW YORK.

Albany, 1st Cong. church..... 36 50  
 Brentwood, E. F. Richardson..... 2 00  
 Brooklyn, Middle Ref. church..... 22 75  
 Gloversville, Pres. church..... 7 00  
 Johnstown, Pres. church..... 26 50  
 New York City, Mrs. Henry Rose, for libraries..... 100 00  
 Mrs. Hannah Ireland..... 50 00  
 Benj. K. Phelps..... 25 00  
 William B. Dinsmore..... 25 00  
 R. M. Olyphant..... 20 00  
 J. C. H..... 20 00  
 Brooks & Co..... 10 00  
 Mrs. J. W. Alsop..... 10 00  
 Mrs. A. D. Wison..... 10 00  
 Mrs. Stillman Hsley..... 10 00  
 G. A. Sabine, M. D..... 10 00  
 Edward L. Owen..... 10 00  
 E. M. Maxwell..... 10 00  
 D. F. Appleton..... 10 00  
 Miniature Bethel, Misses Taylor... 7 00  
 William Bliss..... 5 00  
 S. M. Swenson..... 5 00  
 Zophar Mills..... 5 00  
 J. Wm. Beekman..... 5 00  
 J. B. Hoyt..... 5 00  
 E. N. Taler..... 5 00  
 J. H. Abbot..... 5 00  
 L. N. L..... 5 00  
 S. V. Bagley..... 2 00  
 Alexander Miller..... 1 00  
 William Ballard..... 1 00  
 M. P. McElhinney, S. S. *Alhambra*..... 1 00  
 St. Johnsville, Ref. church, Miss Susan Whyland, for library..... 20 00  
 Troy, 2nd Pres. church, Dr. Irvin's... 43 50  
 Memorial church..... 8 39

### NEW JERSEY.

Elizabeth, S. S. West Elizabeth, for library..... 20 00  
 Newark, 3rd Pres. church..... 85 27  
 Wm. P. Vail..... 4 00  
 Paramus, Ref. church..... 6 00  
 Ridgewood, 1st Ref. church, for lib'y. Miss Cornelia T. Talmage, for lib'y. 20 00

### IOWA.

Green Mountain, 1st Cong. church... 14 40  
 \$3,590 35

Concord, N. H., Ladies' Seamen's Friend Society, box clothing, valued at \$26 20




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Cast thy bread upon the waters: for thou shalt find it after many days.—Ecc. II: 1.

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*Communicated, by request, for the Life Boat.*

## Reminiscences—Loan Library Work—Seamen can be brought to Christ— Instances—Sunday School Benevolence.

AMERICAN SEAMEN'S FRIEND SOCIETY,  
80 Wall Street, New York, May 22nd, 1879.

*To the West Elizabeth, N. J., Sunday School.*

*Dear Children and Friends:*—I received this morning, from your Superintendent, Mr. F. K. Day, a letter enclosing a check for \$20, for Loan Library No. 6,656, which is before you, to be sent to sea in the name of your School.

I need not tell you what pleasant memories that letter awakened of a sojourn of several months in Elizabeth during 1832, in the good old times, when Rev. Drs. Murray ("KIRWAN") and Magie were in their prime, and the Kelloggs, Woodruffs, and Cranes were among the leading men. I name them, for they have all gone to their reward, and their memory is precious.

Our Library work had its origin in 1858. A good woman in Massachusetts owned a cow, and when our District Secretary called on her, she stated that she had been impressed with the importance of placing good books within the reach of seamen, and that she had sold milk to the amount of \$5, and that she wished him to take it, and send a library

to sea, and as soon as her milk money amounted to enough, she would pay the balance. This was a work of faith and prayer, but the donor of that first library had no conception of the work she was starting. It has steadily increased from that day to this, till 821 were sent out last year, making the total number thus far, 6,656, as indicated by your library, containing over 350,000 volumes, more books than are found in the Astor Library;—in connection with which, about twelve hundred hopeful conversions have been reported.

It is more than forty-five years since I commenced my labors among seamen. There was then but one Mariner's church in the port of New York, and not a single Sailors' Home in the land. Now, we have, in the port of New York, nine Mariner's churches and preaching stations, and Sailors' Homes in nearly every important port in the world.

Ninety-five thousand one hundred and ninety-four (95,194) seamen have been



accommodated at our SAILORS' HOME, 190 Cherry Street, New York.

My experience as a missionary among seamen, convinces me that they are very susceptible of good impressions,—no class more so. I have found parties playing cards on the Sabbath, when I would say to them—"it is wrong to play cards on Sunday, come, go with me to the Mariner's church." They stopped, threw the cards into the fire and went with me, and when they were seated, I returned to the boarding-houses and shipping, for others, and a dozen or so would accompany me each time.

A sailor while in mid ocean concluded to abandon his ship at the next port. He stole three books from the library, and without looking into them, placed them in his chest. Some time after, he took up one of them, carelessly, which he found was an explanation of a portion of Scripture, which led him to the Savior. He arrived in New York with over four hundred dollars, with great zeal for the salvation of souls. He went to the Moody and Sankey meetings, and after he became known, was admitted to the inquiry room, and was most efficient in directing sinners to Christ. His money was nearly exhausted, and he concluded to go to sea again, but the AMERICAN SEAMEN'S FRIEND SOCIETY heard of him and secured his services as a missionary in this city. He was very faithful and successful, for nearly three years, passing away to his heavenly rest, March 14th, 1879, from the Presbyterian hospital.

Another sailor was converted by reading one of the books in a library, about four years ago, and has since been a faithful laborer, and has been instrumental in leading twenty-five of his fellow seamen to Christ.

The Sunday school I regard as a nursery of piety and virtue. It had not reached my native town when I left it, a loss I keenly feel to-day. Search the Scriptures. Cheer your Superintendent and teachers by your hearty interest in

the Bible. Hail the contribution box as your best friend, for you will enjoy that which you *give*, infinitely more than that which you *keep*. L. P. H.

### "Jesus Paid His Blood for Me!"

My little boy, three and a half years old, was playing one day on the nursery floor with his toys. I was sitting by, occupied with my work and my own thoughts. Suddenly he got up, and coming forward to me, his eyes bright and eager, and with a heightened color in his cheeks, he said very earnestly,—*"Jesus paid his blood for me."*

Whether for the first time or not I cannot say, but it seemed plain to me that the little heart had grasped the truth of the Gospel. He understood what Paul meant when he said,—*"Ye are bought with a price;"* and he could also say with Paul, *"He loved me, and gave Himself for me."*

In another minute he was playing again with his toys. And do my little readers think he played less merrily because of the thought of that loving Savior having bought him with his blood? Not so. It is only when we know that all is safe and well, because we are resting our souls on Him, and are seeking in every way to please and serve Him, that we are truly happy.

Jesus is saying to every little boy and girl just as much as to older people,—*"Come unto Me all ye that labor and are heavy laden, and I will give you rest."* He knows even little children have their burdens. *Little* burdens they may be, but then they are *little* children, so the burden often presses more heavily than grown-up people think. Whether of sin or sorrow, let Jesus bear it for you! He loves you. He bought you. As little Jamie said,—*He paid his blood for you.*

THOSE HAVE BEST LEARNED the meaning of Scripture, that have learned how to apply it as a reproof to their own fault, and a rule to their own practice.

## The Dying Sailor.

BY F. C. F.

He lay in his hammock, poor honest Jack Bray-  
ling,

The pallor of death gathering fast o'er his  
cheek:

Said he to his shipmates: "I'm ready for sail-  
ing;

My topsails are loosed and my anchor's  
a-peak.

"Lay my battered old hulk 'neath the blue  
heaving billow—

No monarch can ask for a more regal pall—  
And softly I'll rest as a babe on its pillow,  
Till the call for 'all hands' shall awaken us all.

"I've often faced death 'mid the storm and the  
battle,

And meeting him now brings no fear to my  
heart;

For, sooner or later, with him all must grapple,  
And all that we need, is, to show a clear chart.

"Last night in my dreams, I was under the  
shadow

Of the old maple tree close to the mill;  
Could see my old home by the green grassy  
meadow,

And hear the sweet notes of the poor whip-  
powill.

"I would like one more view of the home of my  
childhood

Before I make sail on Eternity's sea;  
The school-house, the church, and the deep-  
tangled wildwood,

But alas! for poor Jack, that never can be."

Down his bronzed, hardy cheek the warm tears  
were stealing,—

The smile of his boyhood, so pleasant and  
soft,

Like the smile of an angel, played over each  
feature,

And the soul of the sailor was ordered aloft.

---

## The Gentle South Wind.

"Now, Walter Harrison Ames, you get  
right out of that chair this minute, for  
that's my seat, and I want to sit there;"  
and little Miss Rose, who looked more  
like a snapdragon just then, tried to  
shake her sturdy brother, who had a very  
cool way of pretending not to hear when  
he did not mean to heed, and who sat as  
calmly looking out of the window as if  
only a fly were attempting to move him.

Papa was reading in the other window,

but he seemed to know exactly what was  
going on, and so he called the little snap-  
dragon, though he did not use that name,  
to come to him, as he had a story to tell  
her.

"This morning, Rose, as I was going  
down town," he began, "I met a disa-  
greeable north wind and it snapped and  
snarled in a very spiteful way. It began  
by trying to injure the trees and break  
off the branches, but the branches were  
too strong for it and wouldn't give way.  
Then it rushed at me and blew my coat  
as hard as it could, and said in a gruff  
tone, as plain as a wind could talk, 'Take  
off your coat, quick, I won't wait.' But  
I laughed at the idea of obeying such a  
command as that, and so just buttoned  
my coat up as tight as I could, and the  
north wind tugged and tugged in vain.

"In the afternoon, as I came home,  
the south wind met me, and such sweet  
manners as it had! It came up and kiss-  
ed me first, and then said so gently, as it  
played with my hair and patted my  
cheek, 'Open your coat, please, open your  
coat.' I opened it right away, every sin-  
gle button, for I was glad to get all the  
south wind that I could, and it is doing  
me good yet. Which is my little girl,  
the stormy north wind, or the sunny  
south?"

"The sunny south, papa," answered  
little Rose cheerily, as she went up to  
brother Walter and kissed and patted  
him, and said, "Please let me have that  
chair, Walter dear?"

Brother Walter didn't say one word,  
but he whisked out of the chair in a  
second, caught the little south wind up,  
clapped her in the chair, gave her two  
kisses and scampered off to play.—*Child's  
Paper.*

---

A MISSIONARY in Jamaica once asked  
a little negro in a missionary school,  
"Who are the meek?" The child an-  
swered, "Those who give soft answers  
to rough questions."



FOR MARCH, APRIL AND MAY, 1879.

*The whole number of new Loan Libraries sent to sea from the Rooms of the American Seamen's Friend Society at New York and at Boston, Mass., from 1858-9, to April 1st, 1879, was 6,502; and the reshipments of the same for the same period were 6,144. The number of volumes in these libraries was 349,328, and they were accessible to 254,295 men.—Eight hundred and ninety-three libraries, with 32,148 volumes were placed upon vessels in the United States Navy, and in Naval Hospitals, and were accessible to 101,680 men.—One hundred libraries were placed in one hundred Stations of the United States Life Saving Service, containing 3,600 volumes, accessible to nine hundred Keepers and surfmen.*

MARCH, 1879.

During March, 1879, seventy-one loan libraries, twenty new and fifty-one refitted, were sent to sea from our Rooms at New York and Boston. The new libraries were Nos. 6,606 to 6,620, inclusive, at New York; and Nos. 5,151, 5,152, 5,155, 5,156, and 5,157, at Boston.

No. of Library.	By whom furnished.	Where placed.	Bound for.	Men in Crew.
5151..	Mr. and Mrs. F. F. Battles, Lowell, Mass.	Bark Sarmiento.....	South Africa.....	13
5152..	Jacob Rogers, Lowell, Mass.....	Barkentine Frank Lambeth.....	West Africa.....	10
5155..	" " ".....	U. S. Rev. Cutter Hamlin.	Cruising.....	10
5156..	" " ".....	Schr. Asa H. Povert.....	Coasting.....	8
5157..	S. S. Union Cong. ch., Providence, R. I.	Bark Edward Kidder....	Melbourne.....	15
6606..	Mrs. F. P. Gilbert, New Haven, Conn..	" Samuel D. Carleton	Sydney.....	14
6607..	Paramus (N. J.) Union S. S.....	Ship Earl of Granville..	London.....	16
6608..	John R. Murray, Mt. Morris, N. Y.....	Bark Mary C. Hall.....	Havana.....	12
6609..	Mrs. Augusta C. McKinney, Peekskill, N. Y.....	" Joseph Baker.....	Cuba.....	12
6610..	Isaac G. Porter, Tr., New London, Conn., being the <i>Richard H. Chapel Memorial Library</i> .....	" Lizzie Merry.....	Progresso.....	12
6611..	Jonas M. Libbey, New York City.....	U. S. S. Marion.....	So. Pacific Squadron.....	200
6612..	" " ".....	" " ".....	" " ".....	"
6613..	"B." New York City.....	Bark Elba.....	Havana.....	10
6614..	S. S. Cong. church, Bridgewater, Conn.	Ship St. David.....	San Francisco.....	28
6615..	Miss Isabel Allen, Princeton, N. J., being for library in memory of <i>Samuel Allen</i> .....	" Sarah Hignett.....	San Francisco.....	26
6616..	Mrs. W. C. Sterling, Poughkeepsie, N. Y.	Bark Sultana.....	Antwerp.....	17
6617..	Miss Frances R. Shaw.....	Ship British America....	London.....	20
6618..	Mrs. Susan W. Lind, Arroyo, Porto Rico, W. I.....	Brig Thomas Owen.....	Guayaquil.....	9
6619..	John Turner, New York City.....	Ship David Crockett.....	San Francisco.....	32
6620..	New York City Epis. ch., Seamen's Mission.....	" Niobe.....	Sydney.....	36

*The fifty-one libraries refitted and reshipped were :—*

1825..J. D. Pierce, Plymouth, Penn.....	Bark	Flashlight.....	Havre.....	10
1870.....	Schr.	C. H. Macomber..	West Indies ..	6
1931.....		" Chromo.....	South America..	6
2049..S. S. 1st Cong. ch., Manchester, N. H. .	"	" Lew Hart.....	Havana.....	8
2207.....	"	" Aldine.....	Porto Rico.....	7
2564..B. F. Bancroft, Salem, N. Y.....	"	" Fourth July.....	Charleston, S. C. .	7
2754..Mrs. J. W. Burnham, Lowell, Mass.....	"	" Isaac H. Borden..	Coastwise.....	4
3040..Dane St. S. S., Beverley, Mass.....	"	" Ximenia.....	Coastwise.....	6
3059..S. S. 1st Cong. ch., Colchester, Conn.....	"	" Myrover.....	Charleston, S. C. .	8
3081..Miss L. M. Packard's S. S. class, Monson, Mass.....	Brig	Clara Pickens.....	Cienfuegos.....	9
3260..S. S. Cong. church, Castleton, Vt.....	Schr.	Truman L. Milford	New Orleans.....	9
3343..S. S. Pres. church, Metuchen, N. J.....		" Harry B. Ritter....	Southern Ports...	9
3591..Young People's Prayer Meeting, Plain- ville, Conn.....	In Sailors' Boarding- house.....		Boston, Mass.....	—
3599..Miss K. G. Polhemus, Brooklyn, N. Y...	Bark	Maggie Horton....	Androssan.....	12

QUARTERLY LOAN LIBRARY REPORT.

No. of Library.	By whom furnished.	Where placed.	Bound for.	Men in Crew.
3678.	Pres. church, Oxford, N. Y.	Schr. M. B. Rulon	Para.	8
3741.	Dr. Smith's S. S. class, Granby, Mass.	" Wm. H. Jones	Fernandina	10
3790.	S. S. Cong. church, Wareham, Mass.	" Addie B. Bacon	Savannah	8
3920.	S. S. Cong. church, Phoenix, N. Y.	" Addie Doane	Cuba	7
4291.	S. S. Ref. church, Flatlands, L. I.	" L. M. Eldridge	Galveston	8
4307.	Cong. church, Milton Mills, Mass.	" Ada Barker	Samana Bay	7
4388.	Geo. H. Brisbee, Attleboro, Mass.	" Starlight	St. Domingo	7
4459.	F. A. Libbey, New York City	Bark Western Sea	West Indies	11
4774.	Miss E. A. Lyon, Tarrytown, N. Y.	Schr. Palestine	Providence	7
4814.	G. H. Haddock and Ella M. Gardner, S. S. class, Wakefield, Mass.	" Warren Sawyer	Pensacola	7
4908.	H. W. Mitchell's Bible class S. S. Pres. church, Rome, N. Y.	" Maud Webster	Brunswick	7
4927.	DeWitt Mission Band, Coll Ref. Dutch ch., 29th St. and 5th Ave., New York City	" Remington	Havana	7
4932.	S. S. Miss'y Ass'n Broadway Tabernacle, New York City	" W. H. Card	West Indies	6
4984.	S. S. Bap. church, Brockport, N. Y.	Bark Victor	San Francisco	10
4990.	Mrs. Lisenard Stewart, New York City	Schr. Sullivan Sawin	Cadiz	10
5019.	Countess of Aberdeen, Scotland	" A. Shaw	Baltimore	8
5036.	"	" Jesse Hoyt	Trinidad	10
5222.	S. S. Cong. ch., Old Saybrook, Conn.	" Annie Myrick	Baltimore	5
5282.	Miss S. K. Davidson, Philadelphia, Pa.	" Annie Lee	West Indies	6
5515.	S. S. Pres. church, Greenport, L. I.	Brig Alcira	Maracaibo	8
5563.	S. S. Cong. ch., West Hartford, Conn.	Schr. Geo. B. Douglas	West Indies	7
5705.	F. A. Libbey, New York City	" Anna E. Kranz	New Orleans	10
5717.	S. S. Cong church, Norfolk, Conn.	" Isabel	San Blas	7
5747.	S. S. Ref. church, Metuchen, N. J.	Brig Shannon	Lisbon	9
5797.	S. S. Miss'y Ass'n Broadway Tabernacle, New York City	" H. H. Wright	Montevideo	10
5875.	S. S. 1st Pres. ch., Bloomfield, N. J.	Brig Three Cheers	Demerara	8
5946.	Mrs. B. M. Page, Miss Labie and Miss Augusta Blakeslee, North Haven, Conn., being Mrs. E. A. Blakeslee Mem'l Library	" Martha J. Brady	Oporto	8
5987.	L. B. Horton, Wellesley, Mass.	" F. I. Henderson	Montevideo	9
6151.	S. S. Bap. church, McGrawville, N. Y.	Schr. Colon C. Baker	Baltimore	7
6197.	S. S. 1st Pres. church, Syracuse, N. Y.	Bark J. H. Chadwick	West Indies	10
6207.	S. S. Pres. church, Sauquoit, N. Y.	Brig Ubaldina	Cape Town	8
6265.	S. S. Cong. church, Greenville, Conn.	Bark Brothers	Havana	10
6353.	Summerfield M. E. church, Brooklyn, N. Y.	Schr. Nellie Floyd	Coastwise	9
6399.	Bethany Mission S. S. Broadway Tabernacle, New York City	Bark Lewis T. Stocker	Havana	10
6498.	American Seamen's Friend Society	" Nicola	West Indies	10
6511.	"	" Albina, at Norfolk, Va	Liverpool, Eng.	15
6515.	"	" Duchess	Salonica	15

APRIL, 1879.

During April, 1879, ninety-five loan libraries, thirty new and sixty-five refitted were sent to sea from our Rooms at New York and Boston. The new libraries were Nos. 6,512 and 6,621 to 6,642, inclusive, at New York; with Nos. 5,158, 5,159, 5,160, 5,161, 5,162, 5,163, and 5,164, at Boston.

5158..Henry Foster's S. S. class, Wakefield, Mass.....	Bark John E. Chase.....	Bremen.....	13
5159.. <i>In memoriam</i> Bell Scripture, Greenville, N. H.....	" Roebuck.....	Africa.....	10
5160..Ladies' Seamen's Friend Society, Concord, N. H.....	Ship Ice King.....	Batavia.....	22
5161..Maplewood church, Malden, Mass.....	" Formosa.....	Madras.....	22
5162..Shepard church, Cambridge, Mass.....	Bark Beatrice.....	East Indies.....	12
5163..Dea. Leonard Wood's S. S. class, North Leominster, Mass.....	" Hiram Emery.....	Melbourne.....	13
5164..S. S. Union ch., Globe Village, Mass....	Ship James Bailey.....	San Francisco.....	25
6512..American Seamen's Friend Society....	" Senator, at Norfolk, Va.....	Liverpool, Eng.....	23
6621..Summerfield M. E. ch., Brooklyn, N. Y.	Bark James Peake.....	Montevideo.....	15
6622..S. S. South Cong. ch., Andover, Mass....	" J. W. Holmes.....	Callao, S. A.....	17
6623..S. S. Pres. church, Marcellus, N. Y.....	Brig Ned White.....	Wellington & Auckland.....	10



# AMERICAN SEAMEN'S FRIEND SOCIETY'S

<i>No. of Library.</i>	<i>By whom furnished.</i>	<i>Where placed.</i>	<i>Bound for.</i>	<i>Men in Crew.</i>
6624.	Loantaka S. S., Madison, N. J.	Ship St. Paul	San Francisco	28
6625.	Nathan Stephens, Brooklyn, N. Y.	" Alexander	Bremen	20
6626.	S. S. 2nd Cong. ch., Greenwich, Conn.	" Three Brothers	San Francisco	50
6627.	S. S. Miss'y Ass'n Broadway Tabernacle, New York City	At Headquarters "Life Saving Company" of New York City, Pier 29, E. R.		9
6628.	Dr. T. S. Pinneo, Greenwich, Conn., for the <i>Linsley Library</i>	Bark Albert Russell	Java	15
6629.	Mrs. Jane O. Mahon, Washington, D. C., as <i>Thomas F. and Eliza M. Anderson Memorial Library</i>	" Lottie Moore	Java	14
6630.	S. S. Miss'y Ass'n Broadway Tabernacle, New York City	Ship Eric The Red	Yokohama	24
6631.	N. Y. Epis. ch. Seamen's Mission	Brig Alice	Truxillo	8
6632.	Miss Mary A. Strong, New York City	Ship Sumner R. Mead	Bombay	18
6633.	James Bowen, Hastings-on-Hudson, N. Y.	Bark Sontag	Dunedin and Littleton, N. Z.	17
6634.	Miss'y Ass'n S. S. 13th St. Pres. church, New York City	Ship Snow & Burgess	San Francisco	28
6635.	18th St. M. E. church, Philadelphia, Pa., as the <i>Miss Cattell Library</i>	Bark Addie Sleeper	Brisbane, N. Z.	15
6636.	S. S. M. E. church, Bayonne, N. J.	Ship Importer	China and Japan	27
6637.	S. S. Sands St. M. E. ch., Brooklyn, N. Y.	Bark Hayden Brown	Melbourne	16
6638.	Mrs. Sarah A. Rose, New York City	Ship Armenia	San Francisco	21
6639.	F. Marquand Monroe, Southport, Conn.	" Muskota	Liverpool	28
6640.	S. S. Pearl St. Cong. church, Hartford, Conn.	Bark Abiel Abbott		14
6641.	S. S. Cong. church, Hinsdale, Mass.	Ship Twilight	Hong Kong	28
6642.	S. S. Cong. church, West Haven, Conn.	Steamer Pastime		

## The sixty-five libraries refitted and reshipped were:—

944.	S. S. Cong. church, Kensington, Conn.	Schr. Rightaway	Eluthera	6
1557.		" B. Young	Coasting	6
1971.	S. S. Pres. church, Jersey Shore, Penn.	Brig Americus	Havana	9
1980.	S. S. M. E. church, Jamaica, L. I.	Schr. S. C. Noyes	Cuba	7
2039.	Cong. church, Agawam, Mass.	" Ridgewood	Georgetown, S. C.	7
2138.	William Bright, Wilmington, Del.	" Wyoming	St. Lucie	8
2154.	Reuben Towne, Esq., Brooklyn, N. Y.	" W. B. Fox	West Indies	9
2731.	Mrs. W. S. Merrill, Merrimack, Mass.	" Daylight	Grenada	6
2810.	Mrs. R. Gordon, New York City	" Mary J. Cook	Sabine Pass	9
2848.	Mr. and Mrs. S. Wilde, Montclair, N. J.	" Nellie Eaton	Coastwise	7
3399.	S. S. Cong. church, Birmingham, Conn.	Steamer Lancaster		19
3427.	S. S. Cong. church, Sharon, Conn.	Schr. Addie Doane	Cuba	7
3741.	Dr. C. B. Smith's S. S. class, Granby, Mass.	" Ella Matthews	Jacksonville	7
3814.	S. S. class No. 11, Plymouth ch., Brooklyn, N. Y.	" Belle Hardy	Baltimore	7
3916.	A. F. Hazen, New York City	" John Bird	Cuba	7
3920.	S. S. Cong. church, Phoenix, N. Y.	" L. W. Wheeler	Kingston	8
4018.	W. G. Chaffee, Winchester, Mass.	Bark Jennie Cobb	West Indies	10
4067.	Barron P. and Frank L. Du Bois, Key West, Fla.	Schr. W. H. Bailey	Para	9
4132.	D. R. Holt, Lake Forest, Ill.	" T. H. Livingston	Portland	7
4550.	Benj. De Forest, Watertown, Conn.	Bark W. H. Gunn	West Indies	10
4598.	W. Libbey, Jr., New York City	Schr. B. T. Lee	Philadelphia	8
4680.	Shepard Band, First ch., Cambridge, Mass.	" Marcus Edwards	Jacksonville	8
4702.	S. S. Cong. church, Hartland, Conn.	Brig Robert Dillon	Buenos Ayres	8
4743.	S. S. Cong. church, Newington, Conn.	Schr. Lilly	Charleston, S. C.	8
4746.	S. S. 1st Pres. church, Metuchen, N. J., as the <i>Bouton Library</i>	Brig Orbit	Porto Rico	10
4747.	Three classes in City Park Miss'n S. S., Brooklyn, N. Y.	Schr. Manuel R. Cuza		8
4758.	Miss E. Spofford, Brooklyn, N. Y.	Brig Gipsy	Venezuela	10
4853.	Ladies' Bethel Society, Newburyport, Mass.	Schr. John W. Bell	New Britain, Fla.	6
4893.	Cong. church, West Medway, Mass.	" Geo. L. Fessenden	Coasting	7
4917.	" B. Library, New York City	Brig Shasta	Hayti	8
4933.	S. S. Miss'y Ass'n Broadway Tabernacle, New York City	Schr. J. P. Angus	Campeachy	7
5023.	Countess of Aberdeen, Scotland	Ship Three Brothers	San Francisco	50
5035.	" " " "	Schr. Ellen Storer	Philadelphia	9
5069.	" " " "	Brig Odorilla	St. Jago de Cuba	9
5070.	" " " "	Brigantine Eureka	West Indies	7
5117.	S. S. Cong. church, Hopkinton, Mass.	Brig Goldfinder	" "	7
5127.	S. S. Cong. church, Conway, Mass.	Bark Nonpareil	Cape Town, Africa	11

QUARTERLY LOAN LIBRARY REPORT.

No. of Library.	By whom furnished,	Where placed.	Bound for.	Men in Crew.
5311.	Samuel Morehouse, Fairfield, Conn.....	Schr. W. B. Steelman....	New Orleans.....	8
5357.	Snediker Hendrickson, Jamaica, L. I. ....	" Harry White.....	Angostura.....	9
5359.	S. S. Cong. church, Chester, Conn.....	Bark Caribou.....	West Indies.....	11
5390.	S. S. Lafayette Ave. Bap. ch., Detroit, Mich.....	Schr. Storm Petrel.....	St. Augustine.....	7
5381.	S. S. 2nd St. M. E. ch., New York City....	Brig Johanna.....	Montevideo.....	9
5517.	S. S. Cong. church, Windsor, Conn.....	Schr. Elizabeth.....	Nova Scotia.....	6
5547.	Cong. church, Black Rock, Conn.....	" S. P. Hall.....	Arroyo, W. I.....	7
5661.	Joseph B. Sheffield, Jr., Saugerties, N. Y.....	Bark Mary Wiggins.....	Rochefort.....	12
5693.	P. S. Duryee, Newark, N. J.....	Brig Julia Blake.....	Porto Rico.....	8
5728.	Well Wisher, New York City.....	" Giles Loring.....	South Africa.....	9
5770.	Miss F. S. Platt, Owego, N. Y.....	Schr. Samuel Mackrill....	Jamaica.....	7
5803.	S. S. Pres. church, Lima, N. Y.....	Brig Rachel Coney.....	".....	8
5818.	S. S. M. E. ch., Benton Center, N. Y.....	" D. F. Brown.....	Bermuda.....	10
5348.	Guests of Old Orchard House, Old Orchard, Me.....	Schr. Yankee Blade.....	Newport.....	7
5963.	W. Libbey, Jr., New York City.....	" W. Jones.....	Fernandina.....	8
5988.	Albert Porter, Esq., Niagara Falls, N. Y.....	Brig Leonora.....	Havana.....	10
5919.	Well Wisher, New York City.....	Schr. Anna L. Palmer....	Barracoa.....	8
5993.	Hon. A. Frank, Warsaw, N. Y., being William Augustus Frank Mem'l Lib'y.	" Frank Atwood.....	San Blas.....	7
5985.	S. S. Cong. church, Cheshire, Conn.....	Ship Calliope.....	London.....	25
6036.	S. S. 3rd Pres. church, Newark, N. J....	Bark R. Murray, Jr.....	Matanzas.....	11
6131.	S. S. Bap. church, McGrawville, N. Y....	Schr. Calvin C' Baker....	Baltimore.....	7
6252.	Three Granddaughters of Capt. Theod. Bliss, New York City.....	Brig William Robinson..	Demerara.....	10
6261.	Nathan Stephens, Brooklyn, N. Y.....	" Mary E. Leighton....	Cadiz.....	9
6376.	Jonas M. Libbey, New York City.....	Bark Lizzie Perry.....	Japan.....	18
6377.	" " " ".....	Schr. M. N. Hale.....	Gibraltar.....	12
6432.	American Seamen's Friend Society.....	Bark W. E. Heard.....	Newry.....	14
6496.	" " " ".....	Brig Speed.....	Montevideo.....	9
6498.	" " " ".....	Bark Nicola.....	West Indies.....	10

MAY, 1879.

During May, 1879, eighty-two loan libraries, twenty-one new, and sixty-one refitted, were sent to sea from our Rooms at New York and Boston. The new libraries were Nos. 6,643 to 6,655, inclusive, and 6,657 to 6,661, inclusive, with No. 6,663, at New York; and Nos. 5,165, and 5,166, at Boston.

5165.	S. S. Cong. church, Leominster, Mass...	Bark Taria Tapan.....	Arabia.....	15
5166.	S. S. Cong. ch., South Berwick, Me....	" Norway.....	Africa.....	10
6643.	Miss Stillman's S. S. class Cong. church, Wethersfield, Conn.....	" Antioch.....	Java.....	18
6644.	Mrs. Sarah A. Rose, New York City....	Ship Hope .....	Cape Town.....	18
6645.	F. A. Libbey, New York City.....	} U. S. Receiving Ship Franklin, at Norfolk, Va.....		
6646.	" " ".....			
6647.	Mrs. Sarah A. Rose, New York City....	U. S. School Ship St. Mary	Lisbon & Madeira,	150
6648.	" " ".....	Bark Joseph A. Ropes..	Zanzibar.....	14
6649.	" " ".....	" Ada Carter.....	Para.....	10
6650.	Miss C. T. Talmage, Ridgewood, Bergen Co., N. J.....	" Idaho.....	Cienfuegos.....	11
6651.	G. H. Nichols, Brooklyn, N. Y.....	U. S. Steamer Bache....	Coast Survey.....	30
6652.	S. S. Cong. church, Washington, Conn..	Ship St. Mark.....	San Francisco....	30
6653.	1st Ref. ch., Ridgewood, Bergen Co., N. J.....	" Ruby.....	London.....	25
6654.	Mrs. H. M. Remington, Brooklyn, N. Y.	Bark John Wooster....	Rangoon.....	12
6655.	S. S. Pearl St. Cong. church, Hartford, Conn.....	Ship Jacob A. Stamler..	Havre.....	25
6657.	S. S. 1st Pres. church, Edgewater, S. I..	" Olive S. Southard..	San Francisco....	30
6658.	S. S. Centre Cong. ch., Meriden, Conn..	" Regent.....	Shanghai.....	18
6659.	Miss Susan Whyland, St. Johnsville, N. Y.....	" John Patton.....	Buenos Ayres....	25
6660.	John W. Hamersley, New York City....	" W. McGilvery.....	Melbourne.....	20
6661.	Miss S. Corwith and sister, Bridgehampton, L. I., for library "in memory of our Mother."	Bark Arletta.....	Buenos Ayres....	12
6663.	John W. Hamersley, New York City....	" George Moon.....	Java.....	12

*The sixty-one libraries refitted and reshipped were :—*

668..	Orin Thompson, Enfield, Conn.....	Schr. Nymph.....	Honduras.....	8
909..	Mrs. Geo. Elder, Stamford, Conn.....	St'r William Woodward..	Baltimore.....	13
1579..	C. B. Morris, Montclair, N. J.....	Brig Josephine.....	Oporto.....	8
1921..		" Happy Return.....	Porto Rico.....	8
1952..	J. C. Platt, Supt. S. S., Scranton, Pa.,	" D. C. Chapman.....	Cuba.....	9



# AMERICAN SEAMEN'S FRIEND SOCIETY'S

No. of Library.	By whom furnished.	Where placed.	Bound for	Men in Crew.
2120..	B. W. Bonney, New York City.....	Schr. James W. Brown..	Jacksonville.....	9
2197..	Mrs. Mary L. Bruere, Allentown, N. J..	Brig Neva.....	Cuba.....	8
2325..	S. S. Pres. ch., Poughkeepsie, N. Y.....	Schr. Tom Williams.....	Para.....	9
3007..	Horace Peck, Bristol, R. I.....	" Lizzie Major.....	West Indies.....	6
3484..	First Cong. church, Danbury, Conn.....	" Edward Siade.....	Virginia.....	6
3607..	S. S. 1st Cong. ch., Griswold, Conn.....	Sloop Noble.....	Norfolk.....	5
3781..	Ebenezer Carpenter, Attleboro, Mass....	Schr. T. Harris Kirk.....	Para.....	7
3983..	S. S. Cong. ch., North Greenwich, Conn.	Brig Tulla.....	Honduras.....	8
4263..	Ladies' Miss'y Soc'y South Pres. ch., Morristown, N. J.....	Schr. Timothy Field.....	Martinique.....	6
4386..	E. B. Downing's S. S. class, Hanover, N. H.....	" G. M. Porter.....	St. Kitts.....	6
4402..	S. S. Pres. church, Romulus, N. Y.....	" Emerson Ropes.....	Demerara.....	9
4552..	S. S. Cong. church, Birmingham, Conn.	" Hattie E. Giles.....	Mexico.....	7
4674..	Mrs. T. Sinclair, Allston, Mass.....	" Albert Smith.....	Havana.....	10
4710..	John De Forest, Watertown, Conn.....	Brig Mary A. Doran.....	Cape of Good Hope	9
4844..	S. S. South Cong. ch., Salem, Mass.....	Bark Atlanta.....	New Zealand.....	10
4836..	S. S. Maple St. church, Danvers, Mass....	" Fremont.....	Buenos Ayres.....	10
4914..	Mrs. L. R. Marshall, Natchez, Miss.....	Brig Erie.....	Surinam.....	8
4959..	S. S. Ref. church, Port Ewen, N. Y.....	" Daniel Owen.....	West Indies.....	10
5006..	Countess of Aberdeen, Scotland.....	" Stella.....	Montevideo.....	9
5023..		Schr. Maggie Abbott.....	Nuevitas.....	9
5109..	S. S. First church, Chelsea, Mass.....	" Lamoina.....	West Africa.....	7
5143..	S. S. North ch., St. Johnsbury, Vt.....	" Cordova.....	Grand Banks.....	12
5202..	S. S. 1st Cong. ch., Northampton, Mass.	" Clara M. Goodman.....	Para.....	7
5342..	J. R. Hills, New York City.....	" Juliet.....	South America.....	7
5510..	Simeon Lester, New Rochelle, N. Y.....	" Henrietta Simmons.....	Richmond.....	8
5556..	Cong church, Franklin, Conn.....	Steamer Josephine B.....	Coastwise.....	11
5585..	Dwight Johnson, Brooklyn, N. Y.....	Schr. R. E. Yates.....	Porto Rico.....	7
5669..	Rev. E. S. Williams, Minneapolis, Minn.	" Alice Tarlton.....	West Africa.....	8
5732..	Young People's Christian Union, 2nd Pres. church, Troy, N. Y.....	" Carrie E. Webb.....	Mobile.....	8
5795..	Mrs. Wm. Rankin, Newark, N. J.....	Brig Sullivan.....	Montevideo.....	9
5807..	S. S. Bap. church, Norwich, N. Y.....	Schr. F. R. Baird.....	Charleston, S. C.....	8
5908..	Reynolds Bros., Norfolk, Va.....	Bark Romance.....	Cape of Good Hope	15
5825..	S. S. West Pres. ch., Binghamton, N. Y.	Schr. Emma H. Drum- mond.....	Jacksonville.....	8
5846..	John Rossiter, North Guilford, Conn....	Brig Lizzie Merrill.....	New Orleans.....	10
5948..	C. S. Osborne, Newark, N. J.....	Schr. Tam O' Shanter.....	Bahamas.....	7
5949..	John W. Hamersley, New York City...	Brig O. C. Clary.....	Barbadoes.....	8
5950..	Bethel Mission S. S., Newark, N. J.....	Schr. Fred. Smith.....	West Indies.....	7
5958..	S. S. Jefferson Ave. Pres. ch., Detroit, Mich.....	Brig Adele McLeon.....	West Indies.....	8
5970..	George Dayton, Peekskill, N. Y.....	Bark Davis Eckhoff.....	Gibraltar.....	14
5980..	S. S. Cong. church, Rocky Hill, Conn....	" Escort.....	Australia.....	13
6004..	Rev. R. S. Storrs, D.D., Brooklyn, N. Y.	" Annie Burr.....	Buenos Ayres.....	9
6073..	S. S. Ref. church, on Heights, Brooklyn, N. Y.....	" Atlantic.....	Bremen.....	12
6074..	Children's Miss'y Soc'y 1st Pres. ch., Morristown, N. J.....	Schr. Marcia Reynolds..	Porto Cabello.....	8
6086..	John Rossiter, New Canaan, Conn.....	Bark Midas.....	Valparaiso.....	12
6152..	S. S. Bap. church, Pavilion, N. Y.....	" Chignecto.....	Havre.....	13
6191..	S. S. Cong. church, Canandaigua, N. Y.	Brig Belle of the Bay...	Galveston.....	9
6193..	Dr. A. G. Coleman, Canandaigua, N. Y., being the Eliza R. Coleman Memorial Library.....	Ship Larnica.....	Bremen.....	16
6246..	S. S. M. E. ch., Point Pleasant, N. J....	Schr. Annie Booth.....	Key West.....	9
6260..	Miss Gray, Boston, Mass.....	" Seth W. Smith.....	West Indies.....	7
6273..	S. S. M. E. church, Greenpoint, L. I.....	" Washington.....	Galveston.....	9
6401..	American Seamen's Friend Society.....	Bark Benefactor.....	West Africa.....	13
6402..	" " " " " " " " " " " "	Brig Henry F. Wing.....	Cuba.....	8
6423..	" " " " " " " " " " " "	Bark Bella.....	Valparaiso.....	14
6453..	" " " " " " " " " " " "	Schr. W. R. Beebe.....	Savannah.....	8
6557..	Mrs. Theo. Polhemus, Brooklyn, N. Y., being the K. G. P. Library.....	Bark Kate Mellick.....	Bremen.....	12
6570..	S. S. Cong. church, Greeneville, Conn..	" Pohono.....	Bilboa.....	12

## SUMMARY.

New Libraries Issued in March, 1879—20	Libraries Reshipped in March, 1879—51
" " " April, " —30	" " " April, " —65
" " " May, " —21	" " " May, " —61



A payment of Five Dollars makes an Annual Member, and Thirty Dollars at one time constitutes a Life Member; One Hundred Dollars, or a sum which in addition to a previous payment makes One Hundred Dollars, a Life Director.

"I give and bequeath to THE AMERICAN SEAMEN'S FRIEND SOCIETY, incorporated by the Legislature of New York, in the year 1833, the sum of \$—, to be applied to the charitable uses and purposes of the said Society."

Three witnesses should certify at the end of the will, over their signatures, to the following formalities, which, in the execution of the will should be strictly observed:

1st. That the testator subscribed (or acknowledged the subscription of) the will in their presence.—2nd. That he *at the same time* declared to them that it was his last will and testament.—3rd. That they, the witnesses, then and there, in his presence, and at his request, and in presence of each other, signed their names thereto as witnesses.

Loan Libraries for ships are furnished at the offices, 80 Wall Street, N. Y., and 13 Congregationalist House, Boston, at the shortest notice. Bibles and Testaments in various languages may be had either at the office, or at the Depository of the New York Bible Society, 7 Beekman Street.

All respectable Savings' Banks are open to deposits from Seamen, which will be kept safely and secure regular instalments of interest. Seamen's Savings' Banks as such are established in New York, 74-6 Wall Street and 189 Cherry Street, and Boston, Tremont Street, open daily between 10 and 3 o'clock.

LOCATION.	ESTABLISHED BY	KEEPERS.
NEW YORK, 190 Cherry Street.....	Amer. Sea, Friend Society.	Fred'k Alexander.
BOSTON, cor. Salem and Bennet Sts....	Boston " " "	B. F. Jacobs.
PHILADELPHIA, 423 South Front St....	Penn. " " "	C. F. Bowman.
WILMINGTON, cor. Front & Dock Sts....	Wilm. Sea, Friend Society.	Capt. J. F. Gilbert.
CHARLESTON, S. C.....	Charleston Port Society....	Capt. Peter Smith.
MOBILE, Ala.....	Ladies' Sea, Frnd Society.	Geo. Ernst Findeisen.
SAN FRANCISCO, Cal.....	" " "	"
HONOLULU, S. I.....	Honolulu " " "	E. Dunscombe.

NEW YORK, 338 Pearl Street.....	Epis. Miss. Soc. for Seamen	Edward Rhode
4 Catharine Lane, (Colored).....	do.	G. F. Thompson.
BOSTON, N. Square, Mariners House.....	Boston Seamen's Aid Soc'y	N. Hamilton.
PORTSMOUTH, N. H., No. 8 State St.....	Seamen's Aid Society.....	John Stevens, Supt.
NEW BEDFORD, 14 Bethel Court.....	Ladies' Br. N. B. P. S.....	Mr. & Mrs. H. G. O. Nye.
BALTIMORE, 23 South Ann Street.....		Miss Ellen Brown.
GALVESTON, Texas, cor. Strand & 26 St.....		

LOCATION.	MAINTAINED BY	MINISTERS.
NEW YORK, Catharine, cor. Madison...	New York Port Society.....	Rev. E. D. Murphy.
Foot of Pike Street, E. R.....	Episcopal Miss. Society.....	Robert J. Walker.
Foot of Hubert Street, N. R.....	" " " "	H. F. Roberts.
Open air Service, Counties Slip....	" " " "	Isaac Maguire.
Oliver, cor. Henry Street.....	Baptist.....	J. L. Hodge, D. D.
Cor. Henry and Market Streets....	Sea & Land, Presbyterian..	E. Hopper, D. D.
BROOKLYN, 8 President Street.....	Amer. Sea. Friend Society... ..	E. O. Bates.
Navy Yard.....	" " " "	T. D. Williams.
BUFFALO.....	" " " "	P. G. Cook,
ALBANY, Montgomery Street.....	Methodist.....	S. H. Hayes.
BOSTON, cor. Salem & N. Bennet Sts..	Boston Sea. Friend Society.	Cyrus L. Eastman.
North Square.....	Boston Port Society.....	H. A. Cooke.
Cor. Commercial and Lewis Sts....	Baptist Bethel Society.....	J. P. Pierce.
Parmenter Street.....	Episcopal.....	F. Southworth.
PORTLAND, ME., Fort St. n. Custom H.	Portland Sea. Fr'nd Soc'y..	J. W. Thomas.
PROVIDENCE, R. I., 52 Wickenden St..	Prov. Sea. Friend Society..	C. H. Malcolm, D.D.
NEWPORT, R. I., 51 Long Wharf.....	Individual Effort.....	J. D. Butler.
NEW BEDFORD.....	New Bedford Port Society..	Vincent Group.
PHILADELPHIA, c. Front & Union Sts..	Presbyterian.....	William Major.
Cor. Moyamensing and Washing- ton Avenues.....	Methodist.....	W. B. Erben.
Catharine Street.....	Episcopal.....	Joseph Perry.
Front Street, above Navy Yard.....	Baptist.....	Chas. McElfresh.
BALTIMORE, cor. Alice & Anna Sts....	Seamen's Un. Bethel Soc'y.	R. R. Murphy.
Cor. Light and Lee Streets.....	Baltimore S. B.....	E. N. Crane.
NORFOLK.....	American & Norfolk Sea. Friend Societies	James W. Craig.
WILMINGTON, N. C.....	Wilmington Port Society..	Wm. B. Yates.
CHARLESTON, Church, n. Water St....	Amer. Sea. Friend Soc'y... ..	Richard Webb.
SAVANNAH.....	" " " "	L. H. Pease.
MOBILE, Church Street, near Water..	" " " "	J. Rowell.
NEW ORLEANS.....	Amer. Sea. Friend Soc'y... ..	E. S. Stubbs.
SAN FRANCISCO, Cal.....	" " " "	
PORTLAND, Oregon.....	" " " "	



# AMERICAN SEAMEN'S FRIEND SOCIETY,

80 Wall Street, New York.

ORGANIZED, MAY, 1828—INCORPORATED, APRIL, 1833.

RICHARD P. BUCK, Esq., *President.*

Rev. S. H. HALL, D. D., *Cor. Sec'y & Treas.*

CAPT. NATH'L BRIGGS, *Vice President.*

L. P. HUBBARD, *Financial Agent.*

OBJECTS. 1.—To improve the social, moral and religious condition of seamen; to protect them from imposition and fraud; to prevent them from becoming a curse to each other and the world; to rescue them from sin and its consequences, and to SAVE THEIR SOULS. 2.—To sanctify commerce, an interest and a power in the earth, second only to religion itself, and make it everywhere serve as the handmaid of Christianity.

MEANS OF ACCOMPLISHMENT. 1.—The preaching of the Gospel by Missionaries and Chaplains, and the maintenance of Bethel Churches in the principal ports of this and foreign countries. In addition to its Chaplaincies in the United States, the Society has stations in CHINA, JAPAN, the SANDWICH ISLANDS, CHILI, BRAZIL, FRANCE, ITALY, BELGIUM, DENMARK, NORWAY, SWEDEN, NEW BRUNSWICK, &c., and will establish others as its funds shall allow. Besides preaching the Gospel to seamen on ship-board and on shore, and to those who do business upon our inland waters, Chaplains visit the sick and dying, and as far as possible supply the place of parents and friends.

2.—The monthly publication of the SAILORS' MAGAZINE and SEAMEN'S FRIEND, designed to collect and communicate information, and to enlist the sympathy and co-operation of Christians of every name, in securing the objects of the Society. The last of these publications, the SEAMEN'S FRIEND, is gratuitously furnished to Chaplains and Missionaries for distribution among seamen and others. The Society also publishes the LIFE BOAT for the use of Sabbath-schools.

3.—LOAN LIBRARIES, composed of carefully selected, instructive, and entertaining books, put up in cases containing between thirty-five and forty volumes each, for the use of ships' officers and crews, and placed as a general thing, in the care of converted sailors, who thus become for the time, effective missionaries, among their shipmates. This plan of sea-missions contemplates much more than the placing of a Christian Library on ship-board, in that, (1) It places the library in the hands of an individual who takes it for the purpose of doing good with it, and who becomes morally responsible for the use made of it. (2) It usually places the library in charge of the Captain of the vessel. (3) It contemplates a connection between the sailor and the individual who furnishes the library which he reads. The donor of each library is informed, if he requests it, when and where it goes, and to whom it is entrusted; and whatever of interest is heard from it, is communicated. The whole number of libraries sent out by the Society, to April, 1879, is 6,502, containing 349,328 volumes. Calculating 6,144 re-shipments, they have been accessible to more than 254,295 men. Over one thousand hopeful conversions at sea have been reported as traceable to this instrumentality. A large proportion of these libraries have been provided by special contributions from Sabbath-schools, and are frequently heard from as doing good service. This work may be and should be greatly extended. More than 20,000 American vessels remain to be supplied.

4.—The establishment of SAILORS' HOMES, READING ROOMS, SAVINGS' BANKS, the distribution of BIBLES, TRACTS, &c.

The SAILORS' HOME, 190 Cherry St., New York, is the property and under the direction of the Society. It was opened in 1842, since which time it has accommodated over 90,000 boarders. This one institution has saved to seamen and their relatives, \$1,500,000. The moral and religious influence on the seamen sheltered there, can not be estimated. More or less shipwrecked seamen are constantly provided for at the Home. A Missionary of the Society is in daily attendance, and religious meetings are held on week day evenings. Similar institutions exist, in other cities, under the care of auxiliary Societies.

NOTE.—Twenty dollars contributed by any individual or Sabbath-school, will send a Library to sea, in the name of the donor. The SAILORS' MAGAZINE is, when asked for, sent gratuitously to Pastors, who take a yearly collection for the cause, and to Life-Members and Directors, upon an annual request for the same.